imagine Niagara

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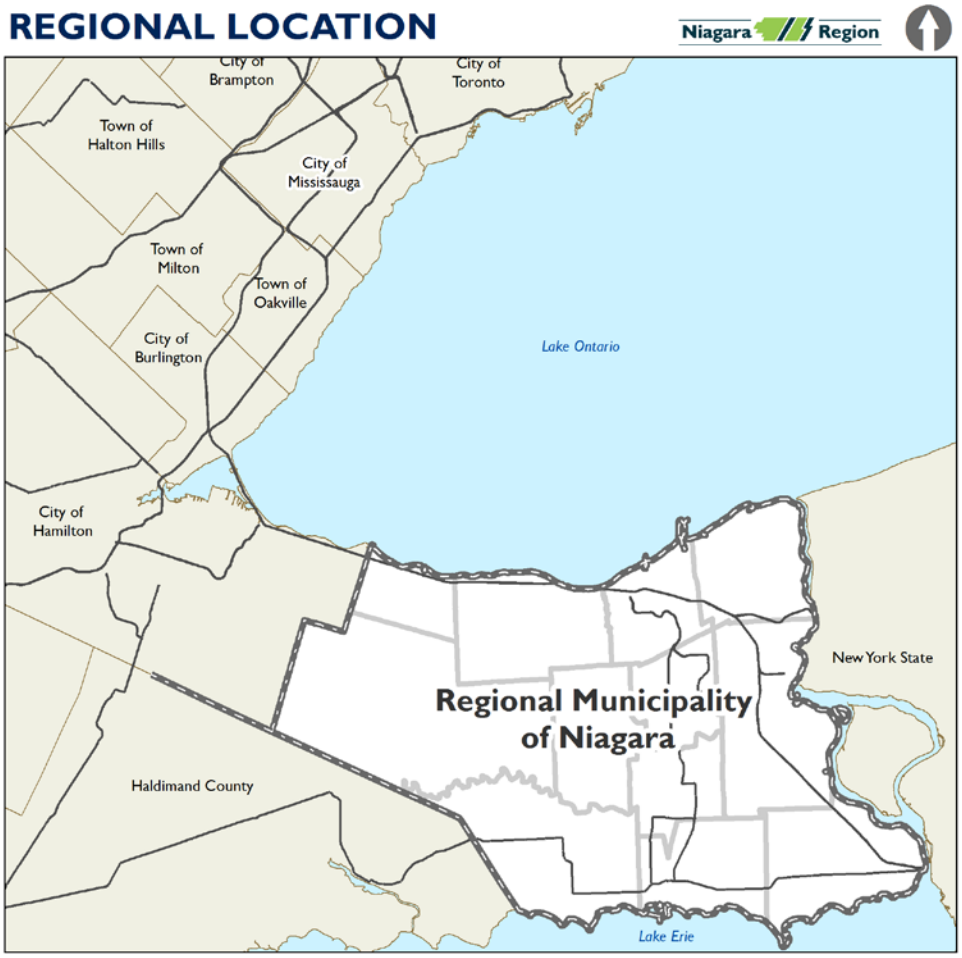
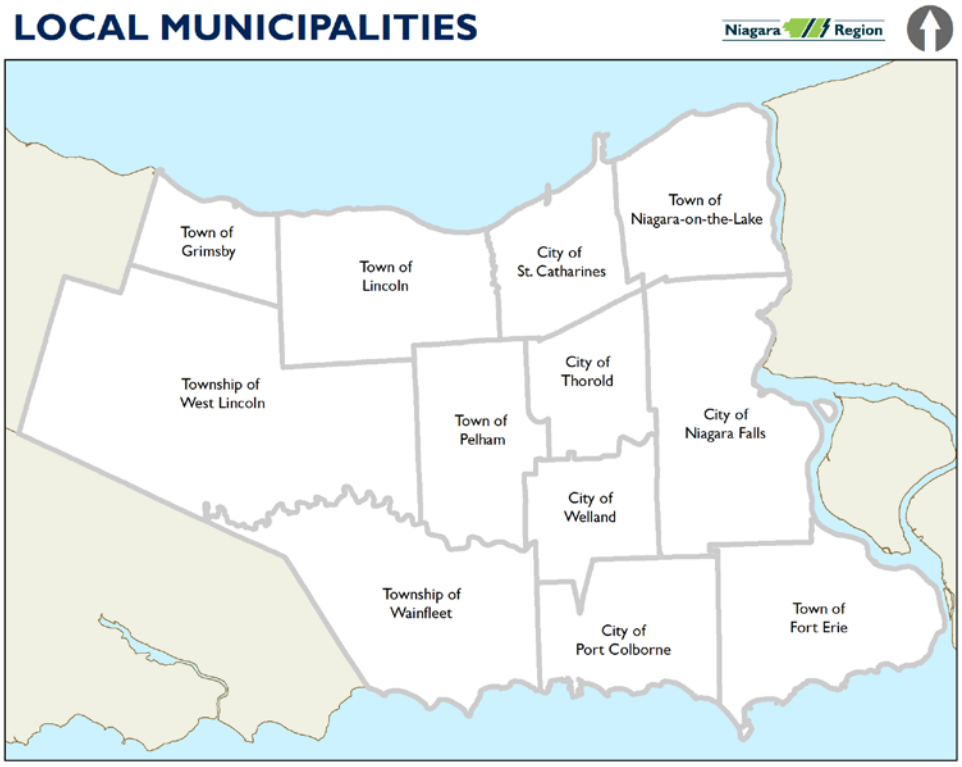
1. Imagine Niagara

Physical and Economic Background

The Regional Municipality of Niagara is located in Southern Ontario between Lake Erie and Lake Ontario. It corresponds approximately to the area commonly referred to as the "Niagara Peninsula" and will be referred to here as simply "the Region". It is bounded on the east by the Niagara River and the State of New York, and on the west by the City of Hamilton and Haldimand County. The Region is at one end of the band of urban development around the western end of Lake Ontario.



The Region was formed in 1970 and includes all of the areas within the boundaries of the former Counties of Lincoln and Welland. There are twelve local municipalities within the Region; these were formed by the rearrangement and amalgamation of the twenty-six municipalities which existed before 1970.



The Queen Elizabeth Way and other provincial highways place most of the Region within ninety minutes' travel time of Toronto. Hamilton-Wentworth, with a population of over 400,000, is about thirty minutes away from the centre of the Region. Four road and two rail bridges connect the Region to the western part of New York State. About 2,500,000 people live along the United States' side of the Niagara River. The developing industrial complex at Nanticoke, on the shore of Lake Erie to the southwest, is about an hour's travel time from the centre of the Region.

Physical Characteristics

The "Niagara Peninsula" area is not a true peninsula but is a narrow neck of land stretching between Lakes Erie and Ontario. The Niagara Escarpment, running east-west through the northern part of the Region, is roughly 100 metres (300 feet) high and is the dominant physical feature of the Region. A second Escarpment, the Onondaga, parallels Lake Erie in the southern part of the Region. It is a much less prominent physical feature.

Centrally located in the Region is the Fonthill Kame Moraine, the highest point in the Region. The sand and silt soils on this moraine and along the Lake Ontario Plain are highly suited for the growing of peaches, cherries and grapes. Few other areas in North America have their potential.

Land drainage in the fruit-growing areas is good, but is only moderately good to poor throughout much of the rest of the Region. Large swamps are located in the southern part of the Region.

The Great Lakes are a moderating influence on climate. Temperatures rarely dip below -18C, and there are more frost-free days than in most of Ontario. Snowfall is generally lighter than in the rest of the Province.

While climate and soils provide excellent conditions for agriculture along the Lake Ontario Plain, much of the central part of the Region is used for general agriculture. Rock outcroppings along portions of the Lake Erie shore are an obstacle to most types of development.

Industry

The industrial economic base of the Region is mature and stable. Many of the industries were attracted to the area because of good transportation facilities, including the Welland Canal, and the availability of cheap hydro-electric power. These industries have exhibited low rates of employment growth in recent years.

Each of the urban communities has a different industrial base. The St. Catharines-Thorold community finds the majority of its manufacturing employment in the production of automotive parts and paper products. Tourism, the manufacture of finished products, chemicals and abrasives, provides much of the employment in Niagara Falls, while Welland relies on specialty steel and steel pipe production. Port Colborne's major employer is a metal refinery. Aircraft parts are produced in Fort Erie. Many small manufacturing concerns or service industries are located in the urban communities, often providing materials or services for the major employers.

All urban communities are actively soliciting new industrial and commercial ventures, and sizable industrial parks have been set aside throughout the Region.

Agriculture

Agriculture is an important industry in the Region. Fruit and vegetable crops, poultry, livestock, greenhouse products and general crops are large categories of agricultural production. The fruit-processing industry and the wine industry are two important secondary industries which depend on a viable agricultural industry. There are approximately 2,700 farms of various sizes and types in the Region. Past trends have been toward larger-scale operations and, as a result, the number of farms has been dropping. Similarly, the total farm population in the Region has been dropping.

Tourism

Tourism has long been an important part of the economic base of the Region. The famed Niagara Falls is a major tourist attraction of North America and attracts millions of visitors each year. Many thousands of persons per day visit the excellent beaches, camping facilities and amusement areas along the Lake Erie shoreline. Summer cottages line Lake Erie. The Shaw Festival at Niagara-on-the-Lake, and the historic atmosphere of that Loyalist Town, attract additional thousands of summer vacationers. More attractions are found at historic sites, mostly from the period of the War of 1812. The locks and channel of the Welland Canals are becoming increasingly popular.

Present Urban Pattern

Urban development in the Niagara Region is predominantly characterized by the growth of separate and identifiable urban nodes in a linear pattern along the Q.E.W. and Welland Canal transportation corridors.

There is a considerable range in populations among the individual municipalities. For example, St. Catharines, with a 1996 population of about 130,926, is the largest municipality, while Wainfleet, with a 1996 population of 6,203, is the smallest. The three largest municipalities in the Region, St. Catharines, Niagara Falls and Welland, account for about two-thirds of the total Regional population. Each of the communities is old by Ontario standards, having been founded at least 150 years ago. Niagara-on-the-Lake and Fort Erie owe their existence to the forts which are located there. St. Catharines started as an inland trading and milling centre. The hydroelectric capacity of the Niagara River, together with the tourist potential of the "Falls", provided the impetus for the growth of the City of Niagara Falls. Welland, Thorold and Port Colborne grew in response to the building of the Canal. Grimsby began as a market town.

As there were individual reasons for the establishment of the urban communities, there has been little inter-municipal activity. Daily newspapers and radio stations are based in each of the three largest cities. Each community developed its own industrial base, and individual retail areas grew within each centre. Some smaller centres have been engulfed by the development of adjacent dominant communities. Much of this took place during major annexations and amalgamations in 1960-61 and again in 1970 with the formation of the Regional Municipality. While the major communities remain separated today by substantial tracts of rural or semi-rural land, growth is bringing them closer together. The St. Catharines community and the urban part of the City of Thorold are geographically attached. Welland is rapidly reaching out toward the urban part of the Town of Pelham.

Planning Context

Purpose of an Official Plan

In Ontario, there is no broad consensus of opinion at either the provincial or municipal level as to what constitutes an acceptable form and content for an official plan. The Planning Act of Ontario, the most important piece of provincial planning legislation, is silent on this topic.

Municipal official plans are generally comprehensive documents setting out policies for the physical, economic, and, more recently and to a lesser extent, the social development of a specific geographic area or political jurisdiction. Although comprehensiveness is an impossible ideal, the approximation of the ideal is perhaps the most important characteristic of an official plan. The official plan can establish development and conservation objectives and policies, assign priorities, establish phasing, and set out social and financial guidelines for a community.

The policies in an official plan are public in that they are approved by a municipal council. The policies should represent the overall public interest and yet take into consideration the particular values and needs of the various minorities.

The planning period customarily adopted for an official plan is 20 to 25 years. This time period is justified on the basis that it is short enough to develop reliable projections of the future and yet long enough to account for most forces and trends operating in the urban environment.

Zoning by laws are a means of regulating the actions of individual landowners. They function as a "permit" to develop, and should carry out the proposals of the official plan. Some zoning by laws which indicate in advance the types of development which will be permitted appear somewhat similar to an official plan with respect to land use.

Existing Local Planning Controls

The Region is composed of 12 local municipalities each with the responsibility for exercising a variety of planning controls within its own political jurisdictions. The two principal planning tools are the Official Plan and the Zoning By law. Many of the 12 have up to date, approved official plans, but all those without are actively engaged in preparing such plans.

There is a great variety of zoning by laws within the Region and they cover most, but not all, of the Region. Some of these are detailed, complete and up to date, but in many cases they were prepared many years ago and need revision, or are incomplete in the area covered or in content. In other cases, the uses permitted are in conflict with official plan proposals.

Present and Future Planning Responsibilities

Planning in the Niagara Region is influenced by the decisions of all levels of government: Federal, Provincial, Regional and Local. Each tier of government has an appropriate planning role. However, to be most effective, planning must be a co-operative and shared responsibility.

The Federal Government has major responsibilities including the regulation of air traffic, the Welland Canal, railroads, trade and the protection of international boundaries. While a regional municipality has no constitutional authority for interfering in these areas, any regional plan should at least recognize areas of joint concern and facilitate cooperative action.

The Provincial Government has prime responsibilities for such things as: provincial highways, the protection of the environment, the provision of some public utilities, property assessment and many aspects of municipal development. The Province has become directly involved in preparing plans. One plan of interest to this Region is the Niagara Escarpment Plan. Since 1983, the Province has been preparing and issuing Policy Statements under Section 3 of the Planning Act on matters considered to be of Provincial interest.

Municipalities in Ontario normally have responsibility (with some supervision from the Province) for planning, for regulating the use of land and the construction of buildings, for the provision of local roads, for the provision of a public water supply, for the collection and treatment of sewage, for fire protection and for many other services. Municipal budgets to provide these services are heavily dependent on Provincial financial assistance.

The Region of Niagara has been given direct responsibility for planning, for the treatment and distribution of water, for solid waste management, for the collection and treatment of sewage, for regional roads, for health and welfare services, for police services, and for capital budgeting and borrowing.

The Region's responsibilities are complete in some of the above cases and are shared with the local municipalities in other cases, such as planning, the distribution of water and the collection of sewage.

A major decentralization of planning powers from the provincial to the regional governments is part of a continuing program to strengthen local government. The Regional Municipality of Niagara is responsible for:

1) the review of municipal zoning by laws and amendments (granted September 1, 1974);
2) the monitoring of Committee of Adjustment and Land Division Committee decisions (granted September 1, 1974); and
3) the approval of local official plans and official plan amendments.

The approval of Amendments to the Regional Official Plan remains a Provincial responsibility. However, the Region has been exempted from the need to seek Provincial approval for Official Plan Amendments.

Preparation of the Regional Plan

The preparation of an official plan is a difficult process. It requires a search for and evaluation of people's hopes and dreams, a choice between various priorities and objectives, the consideration of the needs of the majority versus those of minorities, the protection of our environment for future generations, and the recognition of changing values in a rapidly changing world.

The preparation of this Regional Plan has involved many years of work. A series of twelve research reports and five discussion papers were produced by the Region's consultant at various intervals throughout the period of the Plan preparation. These support documents extended over a variety of topics including economic base, agriculture, land use, servicing, environments, etc.

Several alternative long range development proposals were prepared and, after review, three of these concepts were selected for detailed study. These concepts were titled:

1) A "Separate City Concept" which emphasized the maintenance of rural separations between the major cities to help preserve identifiable communities.
2) The "New Highway Corridor Concept" which was based on a new major highway corridor above the Escarpment and emphasis on future development above and south of the Escarpment.
3) The "Trends Concept" which was based on existing trends and anticipated the development of most of the Lake Ontario Plain north of the Escarpment plus a merging together of most of the large urban communities.

These three concepts were discussed at considerable length in public meetings, in meetings with representatives of local municipalities and among Regional representatives. From these discussions, there was some preference shown for Concept 2, followed by Concept 1, with the conclusion that the best features of each should be amalgamated for the preparation of the Regional Plan.

A Working Draft of the Regional Official Plan was submitted by the Region's consultants to Regional Council at the end of 1972 for public distribution. A series of meetings were held in each of the twelve local municipalities to discuss the Working Draft with local councils and the public. In addition, Regional and Provincial staff held a series of liaison meetings in order to analyze the document. The briefs and comments received were reviewed by the Regional Planning and Development Committee. The majority of comments stressed the need for a more conservation and preservation oriented Plan with a clearer definition of Regional and local responsibilities. Based on these comments, extensive revisions were undertaken in the form, content and guiding philosophy of the Regional Plan. The result of this review is the Official Plan which follows.

During the mid-1970s the Urban Area Boundaries were the subject of extensive review by the Region and by the Province. The Agricultural and Rural Areas Section and the Environmental Areas Section were revised in 1976 and 1977. A major OMB hearing was held in 1979 and1980 to consider the Urban Areas and revised the sections of the Official Plan. In February 1981 the OMB delivered its decision.

A major review of the Plan resulted in the adoption by Regional Council in November 1991 of revised Regional Strategic Objectives, Agricultural and Rural Areas policies, and Urban Areas policies. These revised policies were modified and approved by the Minister of Municipal Affairs in December 1994.

There have been numerous minor amendments to the Official Plan over the years.

growing
the economy

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2. Growing the Economy

In many ways, the Niagara Region is a community of communities and this is becoming increasingly so. It is made up of towns and cities, hamlets and rural areas, all linked together by social and economic ties. People live in one community and shop and work in another. They have ties of friendship and family relations to other communities and enjoy recreational and social activities around the Region.

As a community, Niagara has special qualities, rooted in its rich cultural and historical heritage, its unique mix of natural resources, and in its diversity. It offers a mix of the urban and the rural, of small hamlets and bustling cities, of specialty farmlands and sensitive natural areas, of heavy industry and scenic tourist spots. It is seen as a special area known for Niagara Falls and the Welland Canal, for historic sites such as Niagara-on-the-Lake and historic Fort Erie, and for its orchards and vineyards. Both those who live here and those who visit as tourists value the special qualities that Niagara has to offer.

The preservation and enhancement of the Region's special character will be important to the quality of life here in the future. At the same time, though, it is also important to provide for economic development and housing to meet the needs of those who live in Niagara. The challenge is to provide a balance between conservation and development. At the Regional scale, there is the opportunity to achieve such a balance, accommodating urban development while conserving resources and protecting the environment.

Increasingly, economic development at the community level is influenced by quality of life issues such as environmental health and quality, housing mix and affordability, the quality of public services, and the range of educational and recreational facilities. There is the opportunity to establish a framework to guide change that will preserve and enhance what is special about Niagara while also accommodating growth and new development.

To this end, seven strategic objectives have been identified along with underlying principles which assist in the attainment of the objectives.

Strategic Objectives

2.1 To recognize the diversified opportunities and needs in Niagara by balancing both urban development and the conservation of natural resources.

a) A choice of housing and employment locations.
b) Development and efficient use of lands within the existing urban boundaries first.
c) Conservation of natural resources (e.g., fishery habitat, Areas of Natural and Scientific Interest, natural areas, wildlife habitat, waterways, Niagara Escarpment, wetlands, aggregate areas, and woodlots).
d) Minimization of conflicts between incompatible land uses.

2.2 To facilitate and maintain a pattern of distinctive and identifiable urban communities.

a) Separation between urban areas.
b) Integrated urban communities.
c) A variety of housing suited for each urban area.
d) Recognition of historical features.
e) Provision of opportunities for selective rural development in areas of poor agricultural land where farming activities would not be adversely impacted.

2.3 To encourage two discontinuous development corridors, one between Thorold and Port Colborne and the other between Niagara Falls and Fort Erie, through enabling public policies.

a) Preferred locations for additional residential and employment areas based on studies showing the Regional need for additional land.
b) Access to be improved by completion of Highway 406 and the mid-peninsula transportation corridor.
c) Corridors to recognize natural resources and protect environmental features.
d) Orderly, staged development within the corridors.

2.4 To preserve and enhance the ecological processes and life-support systems essential for sustaining human well-being and the health of the natural environment.

a) Importance of water quality (e.g., as a source of drinking water, and for fishery habitat).
b) Public facilities to protect water quality.
c) Air quality improvements by good urban design, reduced commuting, and linking residential and employment areas.
d) Contributions of natural areas (e.g., wetlands).

2.5 To improve regional self-reliance through long-range economic development planning and economic diversification.

a) Attraction of more employment through existing or new firms.
b) Creation of tourism development opportunities.
c) Importance of affordable housing.
d) Relating employment and residential areas to discourage commuting.

2.6 To provide for the conservation and wise use of Niagara's agricultural and other natural resources, through environmentally sound resource use without compromising the needs of future generations.

a) Advocate and support government policies and programs which promote the agricultural industry.
b) Protection of farmers' right-to-farm by minimizing the introduction of incompatible land uses within the agricultural areas.
c) Preserve agricultural lands with highest priority being given to the protection of the unique agricultural lands.
d) Preference for urban development on lower quality agricultural land.
e) Conservation of forest resources, fisheries, and significant landscape features.
f) Wise use of mineral aggregate resources.

2.7 To undertake and support those activities which improve the quality of life for the Niagara community.

a) Importance of quality of life in community development through housing, employment, services, agriculture, environmental quality, and natural features.

Strategic Statement

These seven objectives taken together provide the basis for a Regional Strategy to guide development and change in Niagara. This Strategy represents a balance among the various objectives, a balance between development and conservation. The combined objectives are to:

1. Provide a broad framework against which to assess major development proposals and planning documents, Regional capital expenditures and servicing plans, and Provincial initiatives; and
2. Provide the basis for the objectives and detailed policies contained in the other chapters of this Plan.

The Regional Strategy for Development and Conservation Map illustrates the Strategy in a very schematic and approximate way. The Map provides guidance as to the broad direction for development and conservation in the Region. It does not indicate specific development areas or locations. The strategic objectives are made more specific in the policies and policy maps found elsewhere in this Plan.

The emphasis in the Strategy is on issues of Regional concern. The local municipalities have a significant contribution to make in developing more detailed policies within the overall framework provided by the Strategy as well as in developing other policies to address more local issues.

2.A Tourism

Tourism plays a very important role in Niagara's economy, providing employment and generating business for support service and supply industries. It is an industry with significant growth potential. The Region envisions a strong tourism economy that draws tourists with the promise of diverse opportunities and supports the development and integration of cultural tourism. The policies in this Plan are designed to support the continued growth and development of Niagara as a tourist destination while maintaining those special qualities that make the Region attractive both to tourists and to residents.

2.A.1 Tourism and Recreation

Policy 2.A.1.1 Tourism and recreation related development is recognized as one of the core components of Niagara's economy.

Policy 2.A.1.2 The Region supports and encourages the continued expansion and development, within Settlement Areas, of opportunities related to tourism and recreation.

2.B Greater Niagara Circle Route and Trails

The Greater Niagara Circle Route as shown on the map entitled "The Greater Niagara Circle Route and Related Trails" would link the Niagara River with the Welland Canals. It would consist of:

a) A scenic drive that would provide visitors and residents alike with a scenic route linking various attractions within the Region;
b) A recreational trail providing an attractive setting for physically active users such as walkers, cyclists and rollerbladers. This will include the Welland Canals Trail, the Friendship Trail, the Niagara River Recreation Trail and the Lake Ontario Waterfront Trail between Niagara-on-the-Lake and Port Weller.

The Niagara River Parkway and the Niagara River Recreation Trail have a history of success in attracting tourists and residents alike and providing them with attractive and enjoyable recreational opportunities. The Parkway and Trail have played a significant role in making Niagara a major tourist destination and enhancing the quality of life for local residents. The Greater Niagara Circle Route would build on this success and on the potential offered by the Welland Canals Parkway and Trails.

In linking the Niagara River Parkway with the Welland Canals corridor, the Greater Niagara Circle Route would play an important role in supporting the further development of Niagara as a tourist destination. It would draw visitors to attractions in other parts of the Region, in effect offering more to the tourist. At the same time it would benefit local residents by providing opportunities for healthy outdoor activities, promoting healthy lifestyles in Niagara and enhancing the quality of life in the Region.

The Trans Canada Trail and the Lake Ontario Waterfront Trail would provide links connecting the Greater Niagara Circle Route to other trail systems outside Niagara. In so doing they would enhance the value and attraction of the Circle Route. The Welland Canals East Side Trail would provide opportunities for different types of users than would use the Greater Niagara Circle Route. Finally the promotion of two recreational driving routes is encouraged to support tourism. These are a Wine Route and a Lake Erie North Shore Route (Talbot Trail).

2.B.1 Objectives

Objective 2.B.1.1 To promote and coordinate the development of a Greater Niagara Circle Route connecting the Welland Canals and the Niagara River to form a coherent, continuous scenic drive and recreational trail system that will:

a) foster the growth of tourism in Niagara;
b) increase the average length of stay of tourists visiting the Region; and
c) provide recreational opportunities for local residents, and promote healthy lifestyles.

Objective 2.B.1.2 To protect corridors from Lake Ontario to Lake Erie along the east and west sides of the Welland Canals, along which a Parkway would be established, with the remaining protected sections of the corridors being available for potential alternate and related uses, recognizing local municipal planning and Niagara Escarpment Commission objectives.

Objective 2.B.1.3 To assist in the development of the Welland Canals corridor as a linear corridor that blends historic, recreational and tourist-related uses with natural settings, while providing opportunities for compatible and appropriate residential and commercial development at key nodes. The corridor would combine natural and landscaped areas.

Objective 2.B.1.4 To support the development of the Trans Canada Trail and the Lake Ontario Waterfront Trail as links connecting the Greater Niagara Circle Route to trail systems outside Niagara.

Objective 2.B.1.5 To provide access to the cultural and natural features along the Greater Niagara Circle Route, the Trans Canada Trail and the Lake Ontario Waterfront Trail.

Objective 2.B.1.6 To ensure that, within Urban Areas, development along the Greater Niagara Circle Route, the Trans Canada Trail and the Lake Ontario Waterfront Trail maintains or enhances the scenic qualities and character of these driving routes and trails and protects significant natural and cultural heritage resources.

Objective 2.B.1.7 To maintain or enhance the scenic, rural character of the landscape and significant natural and cultural heritage resources along the Greater Niagara Circle Route, the Trans Canada Trail and the Lake Ontario Waterfront Trail outside Urban Areas.

Objective 2.B.1.8 To support and promote two tourism-related driving routes, namely a Wine Route and a Lake Erie North Shore Route (Talbot Trail).

2.B.2 Policies

Policy 2.B.2.1 The Region supports the development of the Greater Niagara Circle Route, the Lake Ontario Waterfront Trail, the Trans Canada Trail, and the Welland Canals East Side Trail as shown on the map entitled "The Greater Niagara Circle Route and Related Trails".

Policy 2.B.2.2 The Greater Niagara Circle Route is intended to consist of:

a) A scenic drive; and
b) A recreational trail for use by hikers, cyclists, rollerbladers and others but excluding motorized vehicles except for motorized wheelchairs and other motorized invalid vehicles.

Policy 2.B.2.3 The Lake Ontario Waterfront Trail will be a recreational trail for pedestrians, non-motorized vehicles, and motorized wheelchairs and other motorized invalid vehicles.

Policy 2.B.2.4 The Trans Canada Trail will be a recreational trail for appropriate recreational uses as determined by the local municipalities in keeping with the framework developed by the Trans Canada Trail organization. An equestrian trail may be permitted alongside the paved section of that Trail in the Town of Fort Erie, the City of Port Colborne, and the Township of Wainfleet subject to the agreement of those local municipalities.

Policy 2.B.2.5 The Region intends that a mixed use recreational trail known as the Welland Canals East Side Trail will be developed along the east side of the Welland Canal and will provide for a variety of activities including horseback riding, snowmobiling and off-road trail bike riding.

Policy 2.B.2.6 Portions of the routes for the recreation trail component of the Greater Niagara Circle Route and the Trans Canada Trail through the City of Port Colborne have yet to be finalized. The Region will cooperate with the City of Port Colborne in determining the routes to be followed. Adjustments to these trail routes may be made by the City without Amendment to this Plan provided that the intent and purpose of this Plan are maintained.

Policy 2.B.2.7 The Greater Niagara Circle Route, the Lake Ontario Waterfront Trail, the Trans Canada Trail, and the Welland Canals East Side Trail will be developed in phases in the following order:

a) The first priority will be the completion of the recreational trail component of the Greater Niagara Circle Route and the completion of the Welland Canals East Side Trail from Port Colborne to Thorold South;
b) The second priority will be the completion of those portions of the Lake Ontario Waterfront Trail and the Trans Canada Trail that are located outside the Greater Niagara Circle Route; and
c) The third priority will be the completion of the scenic drive component of the Greater Niagara Circle Route.

Policy 2.B.2.8 The Greater Niagara Circle Route, the Welland Canals East Side Trail, the Lake Ontario Waterfront Trail and the Trans Canada Trail will be developed in cooperation with the local municipalities, other public and private agencies and private landowners.

Policy 2.B.2.9 The Region will pursue the creation of the Welland Canals portion of the Greater Niagara Circle Route Scenic Drive as shown on the map entitled "The Greater Niagara Circle Route and Related Trails". Until this Scenic Drive is completed, the existing interim Scenic Drive will be used for that purpose.

Policy 2.B.2.10 The route identified for the Lake Ontario Waterfront Trail is interim. The Region will seek opportunities to realign sections of the Trail to bring it closer to Lake Ontario or to provide better views of the Lake and the shoreline. In doing so the Region will take into consideration:

a) The broad public interest in the development of a Trail that provides recreational opportunities for local residents and supports tourism development;
b) The rights of private property owners; and
c) The protection and enhancement of sensitive natural heritage areas, of agricultural areas and of local heritage character and features.

Where development of lakefront land is proposed a strip of land along the shoreline above the stable top-of-bank should be dedicated by the landowner to a suitable public agency to form part of the Lake Ontario Waterfront Trail.

Where Regional facilities exist or are to be developed in close proximity to the Lake Ontario shoreline appropriate Waterfront Trail facilities shall be included wherever feasible.

Policy 2.B.2.11 The Region encourages the local municipalities to identify and protect the Greater Niagara Circle Route, the Lake Ontario Waterfront Trail and the Trans Canada Trail and the uncompleted portions of the Welland Canals Parkway system, including the Welland Canals East Side Trail, in their Official Plans, Zoning By-Laws and planning decisions.

Policy 2.B.2.12 The Region will cooperate with the local municipalities and other relevant agencies in planning for recreational, commercial and tourism related uses along the Greater Niagara Circle Route, the Lake Ontario Waterfront Trail and the Trans Canada Trail and in providing appropriate development opportunities at key nodes along them so that:

a) Development within the Urban Area Boundary maintains or enhances the visual qualities and character of these scenic drives and trails and protects or enhances significant natural and cultural heritage resources; and
b) Development conforms to the planning objectives and policies of the Region, the local municipalities, the Provincial government and the Niagara Escarpment Commission.

Policy 2.B.2.13 The Region and the local municipalities may support in their Official Plans the development of appropriate staging areas, scenic lookouts and other complementary uses outside the Urban Area Boundaries along trails shown in the map entitled "The Greater Niagara Circle Route and Related Trails", provided that such uses:

a) Are small in scale;
b) Are in keeping with the recreational character of the trails and are designed to complement them;
c) Have minimal impact on the surrounding land uses;
d) Have no significant negative impacts on the natural environment or on cultural heritage resources; and
e) Will not require the extension of the municipal water supply or sanitary sewage services.

Policy 2.B.2.14 The Region shall seek to secure appropriate public access where land that is owned by a public agency or a public utility is determined to be surplus to that agency's or utility's needs and has the potential to enhance the quality and attractiveness of the trails and scenic drives shown in the map entitled "The Greater Niagara Circle Route and Related Trails".

Policy 2.B.2.15 The Region will encourage and support the development of other recreational trails that are connected to and complement the Greater Niagara Circle Route, the Lake Ontario Waterfront Trails and the Trans Canada Trail. The Region will cooperate with the local municipalities and other appropriate public agencies in identifying and protecting the routes for such trails.

Policy 2.B.2.16 The Region will support and promote a Wine Route and a Lake Erie North Shore Route as tourism-related recreational driving routes.

THE GREATER NIAGARA CIRCLE ROUTE AND RELATED TRAILS

2.C Twenty Valley / Jordan Harbour Tourism Area

The Twenty Valley/Jordan Harbour Tourism Area is shown on Schedule F. It is expected that this Area will continue to evolve as a distinctive entity that many people will want to visit and enjoy for many purposes, in all seasons for many years to come.

The Area is renowned for its combination of scenic lands and waters, world heritage natural environment, cultural heritage experiences and superb wine touring, all contained within a small and readily accessible geographic area. These features will be supported by a tourism infrastructure comprising a range of high quality food and accommodation outlets and top-notch information resources and welcoming facilities. These features will be linked by well-marked driving, cycling and walking routes.

It is a goal of the Region to increase the economic benefit from tourism in the Twenty Valley/Jordan Harbour Tourism Area, while maintaining and enhancing its natural and cultural heritage resources. Further, the achievement of this goal must balance tourism interests with the existing agricultural, environmental, business and residential interests in the Area.

The Twenty Valley/Jordan Harbour Tourism Area includes tourism assets in three key categories including attractions/places, linkages and open spaces and the working agricultural landscape. Attractions/Places provide the focus to the tourism strategy within the Area. They include shopping and eating areas, heritage sites and museums, waterfront attractions, market centres and wineries. These attractions/places provide the anchoring points of visitation for a network of trails and road routes that traverse the landscapes of the Area and the pastoral agricultural landscapes of the valley and lowlands. Key attractions/places within the Twenty Valley/Jordan Harbour Tourism Area include:

a) Vineland Central Business District;
b) Jordan Village;
c) Jordan Station;
d) Prudhommes;
e) Jordan Harbour; and
f) the Ball's Falls Heritage Conservation Area.

Linkages and Open Spaces are public access routes and areas that weave through the valley and agricultural landscapes providing a system of parks trails and nature-based attractions that acknowledge the wide variety of natural and cultural amenities. The routes include linkages for hiking, cycling, car touring and water-based routes for canoes and other non-motorized vessels.

The Working Agricultural Landscape offers a scenic landscape exhibiting many orchards of tender fruit, vineyards and a range of farms and agri-tourism businesses that sell products and by-products to the public including an impressive array of wineries. Farming operations provide many opportunities for public education and cottage industries of public interest.

2.C.1 Objectives

Objective 2.C.1.1 The objectives related to attractions/places are:

a) to support sensitive and compatible development within the various communities that comprise the Twenty Valley/Jordan Harbour Tourism Area;
b) to increase the opportunities for shopping, eating and accommodation and to provide an enhanced experience of the valley and its environs for visitors;
c) to build enhanced landscape amenities to support recreational and educational experiences; and
d) to increase the diversity of visitation experiences for a wide range of agri-tourism and natural and cultural heritage choices, for all interests and in all seasons.

Objective 2.C.1.2 The objectives related to linkages and open space are:

a) to protect, manage and enhance the natural ecosystem corridors of the Niagara Escarpment, the Twenty Valley, Jordan Harbour, and the Lake Ontario waterfront and their immediate environs;
b) to provide and enhance public access to selected natural landscape attractions, for the purposes of heritage education and scenic enjoyment, and in a manner that is not harmful to the ecology of the Area; and
c) to promote the Area's natural assets and linkages for recreation, resource management and stewardship initiatives in an effort to improve the ecosystem for future generations.

Objective 2.C.1.3 The objectives related to the working agricultural landscape are:

a) to educate the visitors about the diversity of agricultural activities within the Area;
b) to provide agri-tourism opportunities for the farming communities that will complement farming operations and the tourist appeal of the Area;
c) to retain all Unique Agricultural Lands for specialty crops, field crops and vineyards, minimizing buildings; and
d) to increase the enjoyment of the scenic farming landscape, and its unique natural setting.

2.C.2 Policies

Policy 2.C.2.1 The Region will cooperate with the Town of Lincoln, the Niagara Peninsula Conservation Authority and other relevant agencies in planning for recreational, commercial and tourism related uses within the Twenty Valley/Jordan Harbour Tourism Area, and in providing appropriate development opportunities at key locations within it so that:

a) development within the areas identified as "Urban Areas" on Schedule F maintains or enhances the visual qualities and character of the existing Villages, the connecting scenic drives and trails and protects or enhances significant natural and cultural heritage resources;
b) the areas identified as "Unique Agricultural Areas" on Schedule F are protected for their ongoing use for agriculture and that the views and vistas that enhance the enjoyment of the natural environment and the agri-tourism potential of the Area and also protected;
c) the area identified as "Jordan Harbour" on Schedule F is a sensitive environmental resource that shall be protected and enhanced;
d) the area identified as "Area under the jurisdiction of the Niagara Escarpment Commission" on Schedule F including the area identified as the "Ball's Falls Heritage Conservation Area" shall be protected and enhanced; and
e) any new development shall conform to all the applicable planning objectives and policies of the Region, the Town of Lincoln, the Niagara Peninsula Conservation Authority, and the Niagara Escarpment Plan.

Policy 2.C.2.2 The Region will support and promote the marketing and the appropriate redevelopment of the roadways and the lands adjacent to the Wine Route and the Victoria Avenue Market Greenway.

Policy 2.C.2.3 The Region will request that the Niagara Economic and Tourism Corporation include the Twenty Valley/Jordan Harbour Tourism Area in its promotional materials and activities.

Policy 2.C.2.4 The Region supports the development and/or enhancement of an integrated trail system within the Twenty Valley/Jordan Harbour Tourism Area, which includes components of the Bruce Trail, the Waterfront Trail and the Twenty Valley Trail as identified conceptually on Schedule F.

Policy 2.C.2.5 The identified trail network will be developed in cooperation with the Town of Lincoln, the Niagara Peninsula Conservation Authority, other public agencies and private landowners.

Policy 2.C.2.6 The Region, the Town of Lincoln and the Niagara Peninsula Conservation Authority shall support the development of appropriate staging areas, scenic lookouts and other complementary uses outside the "Urban Areas" along the trails shown on the Schedule F, provided that such uses:

a) are small in scale;
b) are in keeping with, and complementary to the passive recreational character of the trails;
c) have minimal impact on the surrounding public and/or private land uses;
d) have no significant negative impacts on the natural environment or on cultural heritage resources; and
e) will not require the extension of the municipal water supply or sanitary sewage services.

Policy 2.C.2.7 The Region shall seek to secure appropriate public access where land that is owned by a public agency or a public utility is determined to be surplus to their needs and has the potential to enhance the quality and attractiveness of the trail network.

Policy 2.C.2.8 The Region will encourage and support the development of other recreational trails that are connected to, and complement the Waterfront Trail and the Twenty Valley Trail. The Region will assist with funding and will cooperate with the Town of Lincoln, the Niagara Peninsula Conservation Authority and other appropriate agencies in identifying and protecting the routes for such trails.

Policy 2.C.2.9 The Region requires the Town of Lincoln supported by the Niagara Peninsula Conservation Authority to identify and protect the Waterfront Trail and the uncompleted portions of the Twenty Valley Trail in its Official Plan, Zoning By-law and in all its subsequent planning decisions.

Policy 2.C.2.10 The route identified for the Waterfront Trail has not been finalized and is shown conceptually on the Schedule F. The Region will seek opportunities in cooperation with the Town of Lincoln and the Niagara Peninsula Conservation Authority to ensure that the Waterfront Trail, when implemented, maximizes public access to the Lake Ontario shoreline. In doing so, the Region, the Town and the Conservation Authority will take into consideration:

a) the broad public interest in the development of a trail that provides recreational opportunities for local residents and supports tourism development;
b) the rights of private property owners;
c) the protection and enhancement of sensitive natural heritage areas, agricultural areas and of local heritage resources; and
d) shoreline protection measures may be included in area development plans for maintaining long term stability along the Lake Ontario shoreline which will assist to facilitate "Smart Growth" initiatives in maximizing area land use and development opportunities.

Where new development is proposed on lakefront property, the Region shall support the efforts of the Town of Lincoln and the Niagara Peninsula Conservation Authority to, where publicly appropriate, secure by public ownership or by easement a strip of land along the

shoreline, from the water edge to a point above the stable top-of-bank, to form part of the continuous Waterfront Trail.

Policy 2.C.2.11 Portions of the route for the Twenty Valley Trail have yet to be finalized. The Region will assist with funding and will cooperate with the Town of Lincoln, the Niagara Escarpment Commission and the Niagara Peninsula Conservation Authority in determining the final routing. Adjustments to this trail route may be made by the Town without amendment to this Plan provided that the intent and purpose of this Plan and the Niagara Escarpment Plan, where applicable, are maintained.

Policy 2.C.2.12 The intent of Schedule F is to identify the area where the policies of Chapters 2.C apply. Further, the objectives and policies of Chapter 2.C apply to the entire Twenty Valley/Jordan Harbour Tourism Area and are in addition to all the other applicable objectives and policies of the Region, the Town of Lincoln, the Niagara Peninsula Conservation Authority and the Niagara Escarpment Commission.

2.D Niagara Wine Country

In 2007, the Niagara Economic Development Corporation prepared a Study entitled: "Energizing Niagara's Wine Country Communities". The purpose of the Study was to develop a long term and coordinated strategy for enhancing Niagara's communities and specifically for enhancing the "Wine Country" communities of the Town of Grimsby, the Town of Lincoln, the City of St. Catharines, and the Town of Niagara-on-the-Lake as wine and culinary tourism destinations. The Study identified tourism development opportunities in existing communities and proposed a number of community infrastructure improvements.

The Policies in this Chapter reflect the recommendations and overall vision in the Study and collectively are intended to:

a) Conform with existing local municipal, Regional and Provincial Plans and policies including those of the Niagara Escarpment Commission,
b) Support the growth of the wine industry and grape growing sectors through expanded tourism development opportunities,
c) Support high quality community design which respects and is consistent with the character and building forms within existing communities,
d) Support the protection and enhancement of agricultural, natural heritage, as well as cultural and historic resources throughout Niagara and within Wine Country communities.

The vision, therefore, includes a thriving wine, culinary and hospitality industry, vibrant local businesses and shops, and attractive streets filled with people. The protection of cultural features, natural heritage and historic features and distinctive character of neighbourhoods and communities are not only part of the vision but central to the successful realization of the vision.

"The Wine Route" Map shows linkages and connections through the Wine Country communities and wineries. The Wine Route map is for illustration purposes only. It is anticipated that the Wine Route will evolve and change over time as the wine industry changes and expands over time. Changes to the Wine Route map will not require an amendment to the Regional Official Plan. The primary responsibility for identifying the Wine Route rests with the Wine Council of Ontario. However, it is expected that the Wine Council of Ontario will work with local municipalities, the Niagara Escarpment Commission, the Niagara Parks Commission and the Region when considering changes to the Wine Route.

The "Energizing Niagara's Wine Country Communities" Study proposed a series of linked "Potential Signature Developments" which included the creation of a Natural Heritage Centre in Grimsby, a Marine Museum in Port Dalhousie, a Wine Country Embassy in Downtown St. Catharines, and a Wine Country Culinary Centre in Niagara-on-the-Lake. Also identified was a set of Community Development Nodes in the downtown Grimsby, Beamsville, Vineland, Jordan, downtown St. Catharines, Port Dalhousie, the Glendale Area, St. David's, Queenston, Virgil and the Old Town of Niagara-on-the-Lake. The Study identified private investment opportunities in each community such as inns, restaurants, art galleries, wine outlets etc. Decisions with respect to specific types of land uses and their location and scale will be the responsibility of the local municipality through their Official Plans, Secondary Plans, and Community Improvement Plans. It is anticipated that the Region and local municipalities as well as other Provincial agencies such as the Niagara Escarpment Commission and the Niagara Parks Commission give consideration to the recommendations in the "Energizing Niagara's Wine Country Communities" Study in its planning and economic development work.

2.D.1 Objectives

Objective 2.D.1.1 To support high quality wine, culinary, and hospitality tourism related development within existing "Wine Country" Urban Areas that respects and is compatible with the character of existing communities and is consistent with local municipal, Regional and Provincial Plans and policies.

Objective 2.D.1.2 To encourage the growth of agri-tourism including wine and culinary tourism.

Objective 2.D.1.3 To encourage and promote a strong grape growing agricultural sector.

Objective 2.D.1.4 To promote and encourage a coordinated approach to educating informing and directing visitors to the Region regarding the wine, culinary, cultural and agricultural features as well as the normal agricultural practices conducted in the area.

Objective 2.D.1.5 To encourage and support appropriate and improved access by automobile and by bicycle to wineries, agri-tourism uses, cultural and historic amenities in the Region and in Wine Country. This should be based on a consultative process involving local municipalities, affected Provincial agencies and with affected local land owners. The impact on farming activities must be considered.

2.D.2 Policies

Policy 2.D.2.1 The Region will encourage local municipalities through their Official Plans and Neighbourhood Plans to identify and provide for high quality tourism related development and redevelopment opportunities within existing urban areas that are compatible with and respects the distinctive character of the communities.

Policy 2.D.2.2 The Region will support a hierarchy of way finding measures including for example, traditional methods such as signage, and information kiosks, as well as perhaps less traditional GPS and GIS systems to orient, inform and direct visitors to Wine Country. The measures used should be flexible, coordinated and comprehensively designed to accommodate visitor interest in a variety of winery, culinary, cultural and historic features and using various means of travel including automobiles, bicycles and walking where appropriate. Visitors should be informed of normal farm practices conducted in the area. Agricultural practices information brochures should be made available to the public at tourist booths and other tourist outlets including bicycle rental outlets.

Policy 2.D.2.3 The Region will cooperate with the Wine Council of Ontario and with local municipalities and other Provincial agencies to coordinate clear and consistent signage and information centres along the Wine Route.

Policy 2.D.2.4 The Region will work with and support local municipal initiatives to enhance driving and cycling opportunities along the Wine Route corridors where appropriate and in consultation with the cooperation of any affected property owners.

Policy 2.D.2.5 The Region, in cooperation with local municipalities and other Provincial agencies and through the Regional Niagara Bicycling Committee and Greater Niagara Circle Route Committee will support and promote a Wine Route network and will support the provision of bicycle lanes in accordance with and as provided for on the Niagara Bicycling Network as approved in the Policy Plan. This provision is in no way intended to support the establishment of bike lanes on local and Regional roads that are not part of the approved Bicycling Network.

It is recognized that the Wine Route system can be revised in the future as the wine industry changes and expands. It is expected that changes to the Wine Route by the Wine Council of Ontario would be carried out in consultation and cooperation with the Region, the local municipalities affected, and with the Niagara Escarpment Commission and the Niagara Parks Commission.

Policy 2.D.2.6 The Region will pursue ways of integrating and supporting other agri-tourism and agricultural initiatives including the Region's Culture Plan, the Regional Culinary Trail, and Agricultural Value Added Activities policies into Wine Country programs. The intent of this policy is to complement and support these other related Regional and local municipal initiatives. Likewise, the intent of the policies is to complement other tourism and economic development initiatives and policies including the Twenty Valley/Jordan Harbour Tourism Area policies in this Plan.

Policy 2.D.2.7 The Region will support and encourage local municipalities through such mechanisms as: Secondary Plans, Community Improvement Plans, heritage conservation incentives, design guidelines, redevelopment incentives, streetscape guidelines and streetscape design plans to protect cultural and heritage features and resources.

Policy 2.D.2.8 The provisions contained in Policies 9.C.24 and 9.C.41 in the Transportation Chapter of this Plan should be considered within the context of the Wine Country Objectives.

Policy 2.D.2.9 The Region in consultation with local municipalities and other Provincial agencies will provide the required infrastructure within urban areas along the Wine Route to accommodate new growth and/or redevelopment in keeping with overall infrastructure capital planning priorities, as established by Regional Council, over time.

Policy 2.D.2.10 The Region in consultation with local municipalities will support and encourage senior levels of Government to provide funding for agricultural irrigation infrastructure in Agricultural Areas.

Policy 2.D.2.11 The Region will encourage and promote a strong grape growing agricultural sector by recognizing the need to conduct normal farm practices and by encouraging changes to Provincial and Federal legislation that will help identify, promote and expand the sale of VQA wine.

NIAGARA REGION WINE ROUTE

2.E Commerce, Industry and Trade

2.E.1 Export Distribution Zone

Policy 2.E.1.1 It is the intent of the Region to investigate, in partnership with the Federal Government; opportunities to create an "Export Distribution District" within the Gateway Economic Zone and Centre through which commodities and intermediate inputs could enter the district from abroad duty free and value-added production for re-export could be undertaken within the zone.

2.E.2 Centres of Excellence

Policy 2.E.2.1 It is the policy of the Region to promote innovation and excellence by building on Niagara's economic strengths and creating partnerships with institutes of higher education, the private sector and the investment community.

employment

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3. Employment

3.A Niagara Economic Gateway

3.A.1 General

The Niagara Economic Gateway comprises:

a) The Gateway Economic Zone which includes all Settlement Areas within Niagara Falls and Fort Erie;

b) The Gateway Economic Centre which includes all Settlement Areas within Thorold, Welland and Port Colborne;

c) Existing port infrastructure, particularly in the Cities of Port Colborne, Welland and Thorold;

d) The five border crossings to the US including the Queenston-Lewiston Bridge, the Whirlpool Bridge, the Rainbow Bridge, the Peace Bridge and the rail crossing between Fort Erie and Buffalo;

e) The Queen Elizabeth Way Corridor between Fort Erie and Niagara Falls;

f) The Welland Canal including linkages between the Urban Growth Centre in St Catharines and Thorold, Welland and Port Colborne;

g) Highway 406 and Highway 140, including linkages between the Urban Growth Centre in St Catharines and Thorold, Welland and Port Colborne;

h) The major road network including improvements that may be initiated from time to time, particularly to the Netherby Road corridor between Welland and the Queen Elizabeth Way, and the Niagara to GTA corridor;

i) Major rail infrastructure in Thorold, Welland, and Port Colborne as well as rail infrastructure connections to the United States and other parts of Canada;

j) Transit services including possible improvements such as creating new intercity transit corridors within Niagara and better GO and passenger rail links between the GTA and Niagara which could create nodes in the Region where both high density employment uses and housing could be established;

k) Major tourist destinations; and,

l) Major educational support facilities such as Brock University and Niagara College.

Location of the Niagara Economic Gateway
The lands described above are depicted on Schedules G1 and G2 and constitute the lands within the Niagara Economic Gateway.

Location of Niagara Economic Gateway Employment Lands
The lands located within the Niagara Economic Gateway, in the settlement areas, which are designated in local plans for employment land uses are depicted on Schedule G2. Generally, it is the vacant lands depicted on Schedule G2 which are the subject of this Amendment.

Niagara Economic Gateway Employment Lands Vision

Challenges and Opportunities
The employment lands within the Niagara Economic Gateway present a unique opportunity for development. The vacant lands cover an area of over 2,000 hectares spread across the five local municipalities. Generally, the inventory of lands are scattered and disconnected from one another but are concentrated in a number of smaller clusters. Each of these clusters has its own set of advantages: some of the clusters are adjacent to education centres, like Brock University and Niagara College; others maintain transportation advantages, such as close proximity to a border crossing or access to the Welland Canal, rail lines or one of the Gateway's 400 series highways; others have access to full municipal services and already have detailed secondary plans in-place; and still others are a collection of large, well configured greenfield properties with few constraints. At the same time, the clusters also have their own set of challenges: some areas are un-serviced and require upgrades to Regional and local infrastructure; other areas have a limited amount of planning direction and may have issues related to land use compatibility; other lands have environmental constraints which would need to be mitigated to facilitate development.

The Need for a Vision, Strategy and Action Plan
Given the range of issues and challenges, the considerable opportunity and the fact that the inventory of vacant land is spread across five municipalities, there is a need for a comprehensive vision, strategy and action plan.

The Vision
The vision for the Niagara Economic Gateway employment lands is to attract investment and promote employment growth in strategic locations. By addressing the challenges in a strategic and coordinated manner and by taking advantage of the unique locational opportunities and linking them with Niagara's market opportunities, Niagara will attract new investment to support its existing employment base and further develop its emerging employment clusters. The vision is to transform the collection of vacant lands into a diversified mix of vibrant, attractively designed, accessible and sustainable employment areas.

3.A.2 Objectives for the Niagara Economic Gateway

Objective 3.A.2.1 To implement Provincial, Regional and local plans and policies;

Objective 3.A.2.2 To strengthen Niagara's economy through strategic long range planning and economic diversification;

Objective 3.A.2.3 To support local municipal planning and economic development efforts through leadership and coordination;

Objective 3.A.2.4 To attract private sector investment in Niagara's existing and emerging economic clusters;

Objective 3.A.2.5 To promote cross border trade and the efficient movement of goods.

Objective 3.A.2.6 To promote the efficient use of infrastructure.

Objective 3.A.2.7 To protect strategic employment lands from unwarranted conversion to incompatible land uses.

Objective 3.A.2.8 To promote planned, orderly, efficient development of employment lands that balances development with natural heritage.

Objective 3.A.2.9 To promote attractive urban design and sustainable development on the Gateway's designated employment lands.

Objective 3.A.2.10 To promote employment land intensification and brownfield redevelopment.

Objective 3.A.2.11 To support appropriately located tourism facilities while maintaining the broader employment land focus of the Gateway Economic Zone and Centre.

Objective 3.A.2.12 To provide a framework for implementation.

3.A.3 Policies for the Niagara Economic Gateway

Policy 3.A.3.1 The Niagara Economic Gateway Zone and Centre consists of those employment lands within the settlement areas of the Cities of Thorold, Welland, Port Colborne, Niagara Falls, and the Town of Fort Erie. The Niagara Economic Gateway Zone and Centre also includes Strategic Locations for Investment, generally shown on Appendix "I" to this Amendment. Employment land investment is to be concentrated in Strategic Locations for Investment, which are illustrated generally on Appendix I and are described as:

a) Lands within the Brock Business Park in Thorold;

b) Lands adjacent to Highway 406 in Welland;

c) Lands adjacent to the Welland Canal in Thorold and lands adjacent to the Welland Canal and Highway 140 in Welland and Port Colborne;

d) Lands within the Fort Erie Industrial Park in Fort Erie;

e) Lands near the Whirlpool Bridge border crossing in Niagara Falls; and,

f) Lands adjacent to the QEW in Niagara Falls.

Policy 3.A.3.2 Lands within the Gateway municipalities and within settlement areas shall also be a focus for employment land and development. The Strategic Locations for Investment are a focus for financial incentives through Community Improvement Plans. Other areas of employment within local municipalities and their Official Plans that are within a settlement area shall be recognized as Gateway employment lands. The lands of the Canadian Motor Speedway, should the required Official Plan Amendment be approved by the Ontario Municipal Board, shall be considered part of the Gateway Economic Zone.

Policy 3.A.3.3 The Region recognizes the St. Catharines Urban Growth Centre as the location for major office land uses. Office uses within the Gateway Economic Zone and Centre are to be limited in size and scope to ensure the major office function of the St. Catharines Urban Growth Centre is maintained and enhanced.

Policy 3.A.3.4 The concept for the Brock Business Park Revitalization is to capitalize on market opportunities for research and development and the close proximity to Brock University and Highway 406 by transforming the area into an integrated, mixed use, campus-style setting which caters to incubators, innovator, limited office uses, and related uses.

In order to address the challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Preparation of a joint secondary plan to coordinate development and refine the concept;

b) Preparation of a public realm improvement program to re-energize the area and attract new investment;

c) Preparation of supporting plans for servicing and transportation (including active transportation and transit);

d) Preparation of urban design guidelines; and,

e) Updating relevant local plans, policies, and zoning by-laws.

Policy 3.A.3.5 The Concept for the Highway 406 Economic Gateway is to capitalize on proximity and access to Highways 140 and 406 by attracting industries in transportation, logistics, warehousing, food processing, advanced manufacturing and wholesale trade activities and other uses set out in the local official plan.

In order to address the challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Preparation of a master plan or secondary plan to coordinate development and refine the concept;

b) Preparation of supporting plans for servicing and transportation (including active transportation and transit);

c) Preparation of urban design guidelines;

d) Preparation of an investment strategy to attract target industries; and,

e) Updating relevant local plans and policies.

Policy 3.A.3.6 The concept for the Welland Canal Green Manufacturing and Assembly Zone is to capitalize on proximity and access to the Welland Canal and relative proximity to the 400 series highway network and rail lines by identifying a location for large scale green manufacturing and assembly industries and other heavy industries which require specialized transportation modes. Recognizing the servicing constraints, the Region is supportive of a transitional approach to development, which might include dry industrial development as an interim use.

Land use compatibility with planned residential development in the Dain City area of the City of Welland is to be achieved and will be assessed as part of specific applications for development of site(s) in the Welland Canal Green Manufacturing and Assembly Zone. The Land Use Compatibility Guidelines of the Ministry of Environment (Ontario) will be the basis for determining compatibility and required mitigative measures; land use compatibility studies will be required for lands in the vicinity of the Dain City community in the City of Welland.

In order to address the challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Preparation of a master plan or secondary plan to coordinate development and refine the concept;

b) Preparation of supporting plans for servicing and transportation including any Environmental Assessment to provide water and wastewater services to these lands and including active transportation and transit;

c) Preparation of urban design guidelines;

d) Preparation of an investment strategy to attract target industries; and,

e) Updating relevant local plans and policies.

Policy 3.A.3.7 The concept for the Fort Erie Industrial Park is to capitalize on market opportunities for advanced manufacturing, cross border trade, transportation and warehousing industries. In order to address the challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Implementation of the Master Servicing and Development Strategy/Environmental Assessment for the Fort Erie Industrial Park and updating/preparation of the following as needed to implement the Development Strategy:

i. Preparation of a master plan or secondary plan to coordinate development and refine the concept;

ii. Preparation of supporting plans for servicing and transportation (including active transportation and transit);

iii. Preparation of urban design guidelines;

iv. Preparation of an investment strategy to attract target industries;

v. Preparation of a study area-wide environmental impact study to assess potential opportunities for wetland restoration, enhancement and compensation in coordination with development of the lands and the Environmental policies of this Plan; and,

vi. Updating relevant local plans, policies and zoning by-laws.

Policy 3.A.3.8 The concept for the Niagara Falls Priority Investment Area is to capitalize on market opportunities for cross border trade by identifying a location for secure storage, warehousing and logistics facilities in close proximity to a border crossing. These lands include the areas within the Niagara Falls Community Improvement Plan Pilot Project Area.

In order to address the challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Preparation of a master plan or secondary plan to coordinate development and refine the concept;
b) Preparation of supporting plans for servicing and transportation (including active transportation and transit);
c) Preparation of urban design guidelines;
d) Preparation of an investment strategy to attract target industries;
e) Updating relevant local plans, policies, and zoning by-laws.

Policy 3.A.3.9 The concept for the Niagara Falls QEW Business Park is to capitalize on long-term opportunities for business and services in close proximity to 400 series highways focusing on manufacturing, warehousing and other employment land uses.

In order to address challenges, capitalize on opportunities and transform the concept into reality, the following tools will be utilized:

a) Preparation of a master plan or secondary plan to coordinate development and refine the concept;
b) Preparation of supporting plans for servicing and transportation (including active transportation and transit);
c) Preparation of urban design guidelines;
d) Preparation of an investment strategy to attract target industries;
e) Updating relevant local plans, policies and zoning by-laws.

Policy 3.A.3.10 Where appropriate, the Region encourages intensification on existing occupied employment lands through:

a) Expansion to existing employment uses and/or land operations;
b) Conversion or reuse of existing buildings into new employment uses;
c) Infilling of vacant lots within employment areas;
d) Severance or subdivision of larger employment properties to accommodate new employment uses.

Policy 3.A.3.11 The Region recognizes the role that the market plays in determining where and how reinvestment on employment lands will occur. Accordingly, the Region will promote intensification of its employment lands by:

a) Where possible, directing denser forms of development, including limited office type uses, into strategic nodes and corridors and revitalization areas;

b) Ensuring that employment-supportive uses remain accessory to the principle use and focus of an area as set out in this Plan;

c) Where appropriate, maintaining and protecting employment land designations on brownfield sites from inappropriate conversion;

d) Enhancing the attractiveness of existing employment lands through strategic improvements to regional infrastructure, transportation, urban design and the public realm; and,

e) Working with the local municipalities to develop strategies employment land development which includes policies for intensification.

Policy 3.A.3.12 The principle tool for implementation shall be local Official Plans and Zoning By-laws. Local Official Plans shall be updated to reflect the vision, strategy and action plan articulated in this Amendment. It is expected that the Region and local municipalities will also undertake a variety of implementation items, including, but not limited to, Community Improvement Plans, secondary plans and master plans and infrastructure studies and plans.

Policy 3.A.3.13 In most cases, more detailed secondary and master planning has been recommended to facilitate change and development. The Region will work with local municipalities and support secondary planning efforts within the Gateway. The terms of reference for new secondary plans or master plans should be prepared jointly, in a coordinated manner to ensure that key areas, including land use, urban design, the environment, phasing of development, infrastructure and transportation are adequately addressed.

Policy 3.A.3.14 The Region will prepare a Gateway specific Community Improvement Plan to attract investment onto the employment lands within the Gateway. The Region encourages Local Area Municipalities to develop Community Improvement Plans in accordance with the Region's Community Improvement Plan to maximize incentives and provide consistent opportunities for investment.

Policy 3.A.3.15 The Development Permit System is an additional implementation tool that may be used to achieve the Region's goals, objectives and policies of this Plan and the local municipal Official Plans. The Development Permit system is intended to be a flexible planning tool which combines zoning and site plan control and minor variance into one process and is

administered by the local municipality. Niagara Region supports the use of the development permit system in the Gateway and will develop local model development permit system policies for the Gateway.

Policy 3.A.3.16 The Region recognizes the importance of all employment lands in the Region. Accordingly, the Region will prepare a similar strategy for employment lands outside of the Gateway lands.

Policy 3.A.3.17 The conversion of Employment Areas lands shall only be considered through a municipal comprehensive review pursuant to the provisions of the Growth Plan for the Greater Golden Horseshoe. In the case of a downtown area or a regeneration area, conversions shall be considered through a comprehensive review pursuant to the provisions of the Provincial Policy Statement.

Policy 3.A.3.18 The Region will identify transportation improvements and upgrades required to support the Niagara Gateway Employment Lands Strategy. Transportation improvements should be identified through a comprehensive Gateway-specific transportation plan which examines the needs for:

a) Road and highway infrastructure;

b) Rail infrastructure;

c) Border and bridge crossing infrastructure;

d) The major port as identified in the Provincial Growth Plan for the Greater Golden Horseshoe;

e) The Welland Canal and port infrastructure;

f) Transit; and,

g) Active transportation.

Policy 3.A.3.19 The Region will confirm the Regional infrastructure improvements and upgrades required to support the Niagara Gateway Employment Lands Strategy. Improvements to infrastructure were generally identified through the Gateway Employments Lands Study, but should be confirmed through the Region's Master Servicing Study and examine:

a) Water supply;

b) Regional water distribution network;

c) Sanitary supply (wastewater);

d) Regional sanitary sewer distribution network;

e) Stormwater; and,

f) Opportunities to apply sustainable and green infrastructure solutions.

Policy 3.A.3.20 Local municipalities will develop phasing strategies for vacant, un-serviced employment lands. Phasing strategies should be prepared at the time of either local official plan reviews or infrastructure master plan updates and also be part of broader servicing strategies which examine phasing for development. Priority will be given in phasing plans for first, lands within the urban area that are fully or partially serviced, subject to full servicing being provided. The second priority will be for vacant, unserviced lands within the urban area.

Policy 3.A.3.21 The Region and local municipalities will align its capital planning for new infrastructure and transportation with the Strategic Locations for Investment identified in Amendment RPPA 1-2012. An acceptable financial strategy must be prepared and approved by Regional Council for the provision of Regional infrastructure.

Policy 3.A.3.22 The Region will encourage cross border trade through:

a) Strategic improvements to Regional infrastructure;

b) Working with the Province and the Federal governments to improve and upgrade border crossing infrastructure;

c) Preparation of a Regional Goods Movement Study;

d) Examining issues and opportunities for cross border trade with the US; and,

e) Examining issues and opportunities for a Niagara Free Trade Zone/Export Distribution Zone within the Niagara Economic Gateway.

Policy 3.A.3.23 The Region will continue to work the Federal, Provincial and local governments, the private sector and other agencies to attract investment into Niagara's Economic Gateway.

Policy 3.A.3.24 Tourism uses and tourism economic development is a priority for the Niagara Economic Gateway Zone and Centre. Tourism focused lands are not identified on a map as they are broadly through the Gateway Zone and Centre in such areas as the Niagara River Parkway, the Niagara Falls Tourist Area, tourism areas in Fort Erie, and along the Welland Canal. Transit opportunities for strengthening the tourism economy will be pursued.

Policy 3.A.3.25 Land use compatibility within the Gateway Economic Zone and Centre is a primary focus of this Plan. Tourism uses within the Gateway municipalities shall be located to ensure the planned function of employment uses on employment lands shall be maintained and enhanced.

Policy 3.A.3.26 The Region will monitor implementation of the Gateway Economic Zone and Centre and report on land development and job creation within the Gateway. Every five years, the Region will undertake a review of the Gateway policies to assess growth, development, land budget, and policy implementation.

3.B Rural Employment Lands

The Rural Employment Lands designation is intended for lands that by the nature of their existing development are outside the Urban Areas boundaries of the Region's settlement areas yet have existing employment uses or clusters of existing employment uses. Within the Niagara Economic Gateway Zone and Centre, strategic rural employment areas have been identified on the basis of existing local municipal Official Plans and land use designations.

3.B.1 Objectives for Rural Employment Lands

Objective 3.B.1.1 To identify a strategy for rural employment lands that supports agriculture as the primary non-urban land use.

Objective 3.B.1.2 To support the rural economy and the agricultural economy through limited rural employment lands that balance job creation across Niagara with sustaining the non-urban land base.

Objective 3.B.1.3 To support sustainable private servicing of rural employment lands.

Objective 3.B.1.4 To ensure that rural employment lands are limited in size and scale to maximize support for agricultural and rural lands in the long-term.

3.B.2 Policies for Rural Employment Lands

Policy 3.B.2.1 Rural employment lands may only be identified through an Amendment to this Plan and must be specifically identified on a map as a Schedule to this Plan. Addition of new Rural Employment Lands shall only be considered as part of a municipally initiated comprehensive review of employment lands by Niagara Region and shall fulfill all requirements of this Plan with regard to comprehensive reviews.

Policy 3.B.2.2 Rural employment lands shall be considered "dry industrial" and are to be serviced through sustainable private servicing only.

Policy 3.B.2.3 Detailed land uses shall be identified in the Local Official Plan by way of amendment to the Local Official Plan. In all cases, uses shall be compatible with adjacent agricultural uses, planned agricultural uses and shall not negatively impact normal farm operations.

Policy 3.B.2.4 Rural employment lands are not part of a Settlement Area.

Policy 3.B.2.5 The environmental policies of this plan shall apply to the development of Rural Employment lands.

Policy 3.B.2.6 The lands designated in the City of Port Colborne as "Rural Employment Lands - Gateway Special Policy Area" on Schedule G2 are subject to the following policies:

a) The transportation infrastructure of Highway 140 is a unique characteristic of transportation service for these lands;

b) Uses shall be only those which are considered to have minimal water and wastewater requirements. The lands may be eligible for future municipally provided water and wastewater services subject to the completion of the ongoing Environmental Assessment for the Welland Canal Green Manufacturing Zone area;

c) Functional servicing reports and hydrogeological reports, at a minimum, shall be required to support these uses. Additional studies, as outlined in the Complete application policies of this Plan, shall also be required;

d) The lands shall be subject to Site Plan Control and the Niagara Region will be circulated all Site Plan Control applications;

e) The lands are in the vicinity of the Dain City area in the City of Welland and the applicable portions of Chapter 3.A regarding land use compatibility requirements shall apply;

f) Lands that comprise the Babion Woodlot will be subject to an Environmental Impact Statement which will confirm the boundaries of the Woodlot and the Provincially Significant Wetland. Upon approval of the Environmental Impact Statement, the Woodlot and Wetland will be designated as "Environmental Protection Area" in this Plan without further amendment to this Plan. The balance of lands shall be designated "Rural Employment Lands – Gateway Special Policy Area" without further amendment to this Plan.

g) Should the land budget completed as part of the Regional Comprehensive Review, at a future five year review of the Regional Official Plan, establish the need for additional urban employment land in the Gateway, priority will be given to the Gateway Special Policy area lands that are physically contiguous to urban employment lands in the Gateway to be included in the urban are and to be eligible for urban servicing.

h) Should the lands immediately west of the Rural Employment Lands, in the vicinity of the Welland Canal, cease to be owned by the Government of Canada, the designation of "Rural Employment Lands" shall apply.

Policy 3.B.2.7 Lands shown on Schedule G2 of this Amendment as employment lands that are outside the Urban Area Boundary, located in the City of Thorold as well as Special Policy Area "8" as identified in the City of Niagara Falls Official Plan, shall be classified as "Rural Employment Lands". In this regard, the following policies will apply:

a) Uses shall be only those which are considered to have minimal water and wastewater requirements;

b) Functional servicing reports and hydrogeological reports, at a minimum, shall be required to support these uses. Additional

studies, as outlined in the Complete Application Policies of this Plan, shall also be required;

c) The lands shall be subject to Site Plan Control and the Niagara Region will be circulated all site Plan Control applications for Rural Employment Lands in the Gateway.

Policy 3.B.2.8 New Rural Employment lands will only be added to this plan by way of an amendment to implement the Regional Municipal Comprehensive Review.

Policy 3.B.2.9 Should the land budget completed as part of the Regional Municipal Comprehensive Review, at a future five year review of the Regional Official Plan, establish the need for additional urban employment land in the Gateway, priority will be given to Rural Employment lands that are physically contiguous to urban employment lands in the Gateway may be considered to be included in the urban area subject to the policies of this Plan and appropriate Provincial Plans and the Provincial Policy Statement.

Policy 3.B.2.10 Applications for new or the expansion of rural development that contribute to the Region's employment land base shall demonstrate that the use cannot be located within the urban area owing to the land use compatibility issues and/or specific locational requirements, including proximity to key transportation infrastructure, that cannot be accommodated within the urban area, and/or the proposed use is related to the management or use of a resource and is required to be in close proximity to it.

3.C Employment Lands

Policy 3.C.1 The Region and the local municipalities will ensure economic competitiveness by:

a) Providing an appropriate mix of employment uses, including industrial, commercial and institutional uses to meet long term needs.

b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

c) Planning for, protecting and preserving employment areas for current and future use.

d) Incorporating employment area conversion policies implementing Chapter 4.E in local official plans.

e) Ensuring that the necessary infrastructure and services are provided to support current and forecasted employment needs including transit and active transportation facilities. This will include undertaking discussions with telecommunications providers regarding the feasibility of servicing existing and future employment areas with telecommunications services, including broadband technology, to attract knowledge-based industries and support the technological advancement and growth of existing businesses.

Policy 3.C.2 Local municipalities should designate and preserve lands within Urban Areas which are adjacent to or in close proximity to existing major highway interchanges, ports or rail yards as employment areas providing for manufacturing, warehousing, transportation and associated retail, office and ancillary employment uses, where appropriate.

Policy 3.C.3 Where new sensitive land uses are proposed adjacent to or in proximity to employment areas, analysis is required to assess any constraints the introduction of such uses will have on the types of uses which could locate within all or portions of the employment area and/or on any existing employment uses.

Policy 3.C.4 The Region strongly supports local and regional efforts to develop clusters of associated economic activities.

Policy 3.C.5 The Employment Land policies of Chapter 3.C should be read in conjunction with the Economic Gateway policies of this Plan.

3.D Commercial Areas

Policy 3.D.1 The Region will undertake a regional commercial systems study to ensure that the overall supply of commercial space is sufficient to provide for healthy competition without endangering the quality and character of existing shopping facilities, particularly in the downtowns.

Policy 3.D.2 Municipalities are encouraged to develop policies which carefully balance the supply of commercial space with the demand for commercial goods and services, placing a particular emphasis on commercial retail goods and services.

Policy 3.D.3 The Region encourages the local municipalities to plan for commercial uses and commercial space on the basis of a hierarchy of commercial areas.

Policy 3.D.4 Municipalities are encouraged to develop policies which support the use of market impact studies and peer reviews for major commercial applications. Market impact studies and peer reviews should consider:

a) The need for the proposed use.

b) The location, size and scale of the proposed development.

c) The potential for compatibility issues.

d) The potential market impacts on existing and planned commercial areas, including downtowns and other shopping nodes.

e) The potential for negative impacts on the natural environment.

f) The adequacy of the existing transportation infrastructure, including pedestrian and cycling infrastructure, serving the proposed use.

g) The adequacy of the existing water and waste water infrastructure and other municipal services.

h) The intent of the policies of this Plan.

Where the trade area for a market study extends beyond the boundary of the local municipality in which the proposed commercial facility would be located, the local municipality should consult with the other municipalities within the trade area.

Policy 3.D.5 The Region promotes and will facilitate the revitalization of downtowns and the redevelopment of brownfields, greyfields and commercial areas into mixed-use areas that include a variety of employment, institutional, entertainment, recreational and residential uses..

Policy 3.D.6 The Region encourages local municipalities to revise their planning policies and zoning by-laws to support the redevelopment of greyfield areas into mixed uses areas. The Region strongly supports such

redevelopment as an alternative to the establishment of new commercial areas.

Policy 3.D.7 The Region promotes the "Main Street" form of commercial development, with building facades closer to the street, an efficient use of land, a mix of uses in both new and established areas, and support and access for active transportation.

Policy 3.D.8 The Region recognizes neighbourhood commercial activities as an integral part of Niagara's residential areas.

Policy 3.D.9 The Region supports local food producers by encouraging farmers markets, urban agricultural projects and community vegetable gardens. Local municipalities are encouraged to revise official plans and zoning by-laws to make provision for the above-noted specialty uses.

Policy 3.D.10 New commercial development or redevelopment should be assessed in relation to community character and be appropriately located to serve as part of the neighbourhood's existing or proposed fabric. Assessment in relation to community character could include:

a) The scale of the activity;

b) The orientation of the development to adjacent land uses; and,

c) The capacity of the development to operate compatibly with housing.

Policy 3.D.11 Commercial development and redevelopment projects should be designed to be transit and active transportation friendly.

Policy 3.D.12 Parking requirements for commercial uses should be carefully considered and evaluated to ensure that an adequate, but not excessive, amount of parking space is provided. Parking requirements should include provision for secure and sheltered bicycle parking and pedestrian walkways. Municipalities are encouraged to study, assess and develop updated parking standard for commercial areas.

Policy 3.D.13 Phasing provisions for the retail outlet centre development permitted through Amendment 4-2011, located in the Glendale Community of the Town of Niagara-on-the-Lake, shall be contained within the Town of Niagara-on-the-Lake Official Plan. The developer shall pay for its proportionate share of all off-site infrastructure required for the development.

3.E Major Office

Policy 3.E.1 Major office and appropriate major institutional uses should be located within the St. Catharines Urban Growth Centre or in other areas with frequent transit service or planned higher order transit service.

managing
growth

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4. Managing Growth

4.A Shaping Growth In Niagara

4.A.1 Growth Management Objectives

The objectives of the Growth Management Policies of this plan are to:

Objective 4.A.1.1 Direct the majority of growth and development to Niagara's existing *Urban Areas*.

Objective 4.A.1.2 Direct a significant portion of Niagara's future growth to the *Built-up Area* through *intensification*.

Objective 4.A.1.3 Direct *intensification* to Local Municipally Designated Intensification Areas.

Objective 4.A.1.4 Prevent urban *development* in inappropriate areas, thus contributing to the conservation of resources such as the Niagara Escarpment, the Greenbelt, aggregate areas, Core Natural Areas, and prime agricultural land.

Objective 4.A.1.5 Establish the *Regional Market Area* as the basis for planning for growth.

Objective 4.A.1.6 Build compact, mixed use, transit supportive, *active transportation friendly* communities in the *Built-up Area* and in *Designated Greenfield Areas*.

Objective 4.A.1.7 Reduce dependence on the automobile through the development of compact, mixed use, *transit supportive*, *active transportation friendly* urban environments.

Objective 4.A.1.8 Provide a foundation for developing access to intra and inter-city transit.

Objective 4.A.1.9 Ensure the availability of sufficient employment and residential land to accommodate long term growth in Niagara to the year 2031.

Objective 4.A.1.10 Provide a framework for developing *complete communities* all across Niagara, including a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and *active transportation*.

Objective 4.A.1.11 Prohibit the establishment of new *Settlement Areas*.

Objective 4.A.1.12 Direct growth in a manner that promotes the efficient use of existing municipal sewage and water services.

4.B Population, Household and Employment Projections

4.B.1 Provincial Population and Employment Forecasts for Niagara

Policy 4.B.1.1 The Province of Ontario has identified the following population and employment forecasts for the *Region* in Schedule 3 of the Provincial Growth Plan for the Greater Golden Horseshoe:

Niagara Region, Population and Employment Forecast							
Population				**Employment**			
2001	2011	2021	2031	2001	2011	2021	2031
427,000	442,000	474,000	511,000	186,000	201,000	209,000	218,000
Source: Schedule 3, Provincial Growth Plan for the Greater Golden Horseshoe, Ministry of Infrastructure (2006).							

Policy 4.B.1.2 The Provincial forecast shall be used as the basis for planning and growth management.

4.B.2 Municipal Population, Household and Employment Forecasts

Policy 4.B.2.1 Table 4-1 to this Plan contains municipal population, household and employment forecasts for each lower tier municipality consistent with the Provincial forecast. The population, household and employment forecasts have been derived through a comprehensive and collaborative process involving a wide variety of stakeholders, including local municipalities, Provincial agencies, the private sector, the Niagara Peninsula Conservation Authority, residents and not-for-profit organizations.

Policy 4.B.2.2 The figures in Table 4-1 must be included in local official plans and be used for local municipal conformity exercises. The population figures to be used should be the Total Population with Undercount.

Policy 4.B.2.3 The figures in Table 4-1 are forecasts to be used for the purposes of planning and growth management for the individual municipalities.

Policy 4.B.2.4 The municipal forecasts will be reviewed every five years taking into account updated data from Statistics Canada and other sources.

4.B.3 Housing Growth

Policy 4.B.3.1 The *Region* will maintain the ability to accommodate residential growth within the Regional Market Area:

a) For a minimum of ten years through residential *intensification* and redevelopment and, if necessary, through lands which are designated and available for residential *development*; and,

b) For a minimum of three years through lands with servicing capacity that are suitably zoned to facilitate residential *intensification* and redevelopment or are in draft approved and registered plans.

4.B.4 Employment Growth

Policy 4.B.4.1 The Region will maintain the ability to accommodate employment growth within Niagara by ensuring that there is a minimum ten year supply of designated employment lands within *Urban Areas*.

4.C Intensification and Greenfield Growth

4.C.1 General Intensification

Policy 4.C.1.1 *Intensification* includes all forms of *development* that occur within the *Built-up Area* as identified on Schedule A of this Plan. The *Region* will promote intensification by:

a) Providing a Regional framework for measuring *intensification*.

b) Supporting *infrastructure development* and improvements in Local Municipally Designated Intensification Areas where upgrades or improvements to Regional *infrastructure* works are required.

c) Working with local municipalities to develop intensification strategies including but not limited to coordination between growth management and the maintenance and expansion of utility infrastructure, both in terms of technological advancement and service provision.

d) Monitoring intensification rates across the Region on an annual basis.

4.C.2 Local Municipally Designated Intensification Areas

Policy 4.C.2.1 Each municipality will develop and implement through its local official plan and other supporting documents, a strategy and policies for promoting *intensification* and achieving the *intensification* targets set out in Sub-section 4.C.4 of this Plan. Local official plans shall:

a) Incorporate the *Built Boundary* delineated on Schedule A of this Plan as the basis for identifying the *Built-up Area*;

b) Generally encourage *intensification* throughout the *Built-up Area*;

c) Identify specific Intensification Areas to support the achievement of the intensification targets, including downtowns, intensification nodes and corridors and strategically located brownfield and greyfield areas.

d) Plan *Intensification Areas* to attract a significant portion of population and employment growth, relative to the shape and character of the community.

e) Plan *Intensification Areas* to provide a diverse mix of land uses that complement and support the overall residential *intensification* objective. These may include, employment, commercial, recreation, institutional and other compatible land uses in relative proportions dependent on area

characteristics and the intended critical mass of residential development.

f) Plan *Intensification Areas* so as to be *transit supportive* and link *intensification* opportunities with existing or planned future transit hubs and *active transportation* routes.

g) Plan *Intensification Areas* so as to reduce traffic congestion, improve circulation, and encourage *active transportation*. Where opportunities exist, best efforts should be made to establish fine grain, grid street patterns with active transportation facilities and linkages.

h) Plan each *Intensification Area* to achieve higher densities than currently exist within the *Intensification Area*. It is expected that *Intensification Areas* will generally achieve higher densities than the surrounding areas.

i) Ensure that *Intensification Areas* provide appropriate densities and transitional areas to ensure relative compatibility with surrounding neighbourhoods including the use of minimum and maximum heights and densities.

j) Develop official plan policies and zoning provisions to support and encourage growth and redevelopment within the *Intensification Areas*.

k) Identify opportunities for providing *affordable* housing within *Intensification Areas*.

l) Make use of other tools, such as the Region's Model Urban Design Guidelines, Alternative Development Standards, Development Permit Systems or Community Improvement Plans to facilitate growth and development within Local Municipally Designated *Intensification Areas*.

4.C.3 Regional Residential Intensification Target

Policy 4.C.3.1 By the year 2015 and for each year thereafter, a minimum of 40% of all residential *development* occurring annually within Niagara will occur within the *Built-up Area* of Niagara's communities.

Policy 4.C.3.2 The rate of *intensification* occurring in Niagara will be measured by calculating the total number of residential units created on an annual basis within the *Built-up Areas* of Niagara in relation to the total number of units created within Niagara Region.

Policy 4.C.3.3 Beginning in 2009, the *Region* will track residential *intensification* rates on an annual basis and prepare an annual report. The *Region* will work closely with local municipalities to determine the preferred method for tracking residential intensification rates.

4.C.4 Municipal Residential Intensification Target

Policy 4.C.4.1 The following residential intensification targets are to be met by Niagara's local municipalities and are considered to be minimum standards.

Policy 4.C.4.2 Local municipalities will develop their own residential *intensification* targets and strategies, which may equal or exceed these minimum standards, and incorporate the targets into their official plans.

Municipality	Residential Intensification Target (percent of total annual development)
Town of Fort Erie	15%
Town of Grimsby	80%
Town of Lincoln	40%
City of Niagara Falls	40%
Town of Niagara on-the-Lake	15%
Town of Pelham	15%
City of Port Colborne	15%
City of St. Catharines	95%
City of Thorold	15%
Township of Wainfleet	-
City of Welland	40%
Township of West Lincoln	15%
REGION OF NIAGARA	**40%**

4.C.5 Greenfield Development

Policy 4.C.5.1 *Designated Greenfield Areas* will be planned as compact, *complete communities* by:

a) Where permitted by scale, accommodating a range of land uses including residential, commercial, institutional, recreational, employment and other uses.

b) Where limited by scale or configuration, making a significant contribution to the growth of the respective *Urban Areas* as a complete community.

c) Providing opportunities for integrated, mixed land uses.

d) Creating street patterns that are fine grain and in grid pattern, supporting transit and *active transportation* within the area and to adjacent areas.

e) Ensuring that Greenfield development is sequential, orderly and contiguous with existing built-up areas.

f) Ensuring that the provision of municipal servicing is in accordance with the water and wastewater servicing master plans.

4.C.6 Greenfield Density Target

Policy 4.C.6.1 The *Region* will require a minimum combined gross density target of 50 people and jobs per hectare across all *Designated Greenfield Areas*, excluding the following features within the Environmental Protection Areas and Environmental Conservation Areas in the Region's Core Natural Heritage System and any non-developable features designated in local official plans:

a) *Wetlands*;

b) Coastal *wetlands*;

c) *Significant woodlands*;

d) *Significant valley lands*;

e) Areas of natural and scientific interest;

f) Habitat of endangered species and threatened species;

g) Publically owned conservation lands;

h) Significant wildlife habitat;

i) Fish Habitat; and,

j) Floodplain areas.

This policy establishes how density is to be measured in identifying Greenfield density targets and monitoring achievement of these targets. It is not intended to provide policy direction respecting the maintenance and enhancement of the natural environment or natural hazards.

Policy 4.C.6.2 The Region, working in collaboration with local municipalities, will identify minimum Greenfield *density targets* for local municipalities which will achieve the overall Regional *density target* set out in policy 4.C.6.1.

4.C.7 Achieving the Density Target

Policy 4.C.7.1 In order to achieve the planned minimum greenfield *density target*, official plans shall:

a) Adopt minimum and maximum residential and employment densities in local Official Plans, including distinctions between net and gross density.

b) Include policies for achieving higher residential and employment densities in greenfield areas.

c) Include policies for achieving a mix of housing types and residential densities in greenfield areas.

d) Develop greenfield development guidelines to support local policy direction for greenfield areas.

Policy 4.C.7.2 The Region will monitor the combined 50 people and jobs per hectare target.

4.D Municipal Comprehensive Review

4.D.1 Urban Area Boundary Expansion

Policy 4.D.1.1 An Urban Area boundary expansion may only be considered outside the Greenbelt Area and may only occur where a *municipal comprehensive review* completed by the *Region* has demonstrated that:

a) Sufficient opportunities to accommodate the forecasted housing growth, through *intensification* and in *designated greenfield areas*, using the municipal *intensification* target and *density targets* are not available within Niagara Region.

b) The expansion makes sufficient lands available within the *Region* for a time horizon not exceeding twenty years.

c) The timing of the expansion and the phasing of development within the *Designated Greenfield Areas* will not adversely affect the achievement of the municipal *intensification* and *density targets* and any other policies of this Plan.

d) The proposed expansion will meet the requirements of the Greenbelt Plan and Niagara Escarpment Plan. Settlement areas outside of the Greenbelt area are not permitted to expand into the Greenbelt. Expansions within either plan area are not encouraged, and any proposal for expansion within these areas are subject to the following provisions:

i. Expansions to areas identified as “Towns and Villages” within the Greenbelt Plan may only be considered pursuant to the Greenbelt Plan and subject to policy 3.4.2.5 of the Greenbelt Plan.

ii. Expansions to areas identified as “minor urban centre” or “urban area” in the Niagara Escarpment Plan require an amendment to the Niagara Escarpment Plan. Pursuant to the **Niagara Escarpment Planning and Development Act**.

iii. Such an amendment may not be considered until the commencement of the Provincial reviews of the Niagara Escarpment Plan Review and/or the Greenbelt Plan.

e) Both regional and local existing and planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner.

f) In prime agricultural areas:

i. The lands do not comprise specialty crop areas;

ii. Alternative locations have been evaluated;

iii. There are no reasonable alternatives that avoid *prime agricultural areas*; *and*

iv. There are no reasonable alternatives on lower priority agricultural land in *prime agricultural areas*.

g) Impacts from expanding *Urban Areas* on agricultural operations which are adjacent or close to the settlement areas are mitigated to the extent feasible.

h) In determining the most appropriate location for expansions to boundaries of Urban Areas, the Environmental Policies in Chapter Seven of this Plan are applied.

i) Where expansion of an *Urban Area* that does not contain an *Urban Growth Centre* is proposed the applicable lower tier municipality is planning to maintain or move significantly towards a minimum of one full time job per three residents within or in the immediate vicinity of the *settlement area*.

j) The expansion to the *settlement area* is in compliance with the minimum distance separation formulae.

Policy 4.D.1.2 An application for an *Urban Area* boundary expansion may be initiated by a local municipality independent of the five year cycle for review and updating of this Plan where:

a) The application is based on a *municipal comprehensive review* prepared by the local municipality subsequent to or in conjunction with a Regional comprehensive review in conformity with Sub-section 4.D.1.1 of this Plan; and,

b) The local comprehensive review is in conformity with the policies of this Plan and of the Provincial Growth Plan for the Greater Golden Horseshoe and comprehensively applies the Policies of those Plans.

Policy 4.D.1.3 The *Region* expects the local municipalities to develop comprehensive work programs in collaboration with the Region to ensure that municipal requests for *urban area* boundary expansions are done within the context of and in conformity with Provincial legislation and policy, and the policies of this Plan.

4.D.2 New Settlement Areas

Policy 4.D.2.1 The establishment of new *settlement areas* is not permitted.

4.E Employment Lands Conversion

4.E.1 Conversion of Lands Within Employment Areas

Policy 4.E.1.1 Municipalities may permit the conversion of lands within *employment areas* to non-employment uses only through a *municipal comprehensive review* where it has been demonstrated that:

a) There is a need for the conversion.

b) The municipality will meet the employment targets allocated to the municipality pursuant to this Plan.

c) The conversion will not adversely affect the overall viability of the *employment area* and the achievement of the municipal *intensification* target, *density targets* and other policies of this Plan.

d) There is existing or planned *infrastructure* in place to accommodate the proposed use.

e) The lands are not required over the long term for employment purposes for which they are designated.

f) Cross jurisdictional issues have been considered.

Policy 4.E.1.2 For the purposes of Policy 4.E major retail uses are considered to be non-employment uses and are not permitted. *Development* applications for major retail uses on designated employment lands will need to be undertaken within the context of a *municipal comprehensive review*, and are subject to the policies of 4.E.

4.F Phasing of Development

4.F.1 Managing the Land Supply to Achieve Efficient Development

Policy 4.F.1.1 The *Region* shall adopt policies to address the overall supply of land within *Settlement Areas*. In so doing the Region shall assess the tools that are available, including planning, to manage the supply of Greenfield lands to achieve the Urban Structure and Growth Management objectives of this Plan. The Regional Phasing Strategy is outlined in Section 14.I of this Plan.

Policy 4.F.1.2 Local Official Plans shall be amended to implement the Regional phasing strategy accordingly, giving priority to intensification, infilling and completion of existing neighbourhoods and communities.

Policy 4.F.1.3 Approval of new Greenfield development will occur where both regional and local existing planned infrastructure can be provided in a financially and environmentally sustainable manner and where such development would not be isolated from existing development.

Policy 4.F.1.4 If approval of a draft plan of subdivision lapses, the growth management and environmental policies shall apply to all subsequent applications.

Policy 4.F.1.5 If a plan of subdivision or part thereof has been registered for eight years or more and no installation of infrastructure or construction has occurred and the subdivision does not meet the growth management policies of Section 4, the respective area municipality shall use its authority under Section 50(4) of the **Planning Act** to deem it not be a registered plan of subdivision.

Policy 4.F.1.6 The council of the respective area municipality shall require that approvals of draft plans of subdivision include a lapsing date in accordance with Section 51(32) of the **Planning Act**.

Policy 4.F.1.7 Only one extension to a lapsing draft plan of subdivision shall be approved by the Council of the respective area municipality for a period of up to two years unless the draft plan meets the growth management and environmental policies of the Regional and local Plans.

4.G Urban Growth

Our Sustainable Urban Vision

Niagara is home to a wide range of communities. Some communities are fully developed, mature urban centres, with transit systems, densely developed downtown cores and a variety of other diverse uses. Other communities are more rural in nature and have hamlets serving a small population. There are also communities which can be characterized as in between a fully developed urban community and a small rurally based community. Notwithstanding these differences, there is one key element which links Niagara's diverse communities together. This unifying element is the desire to develop a more sustainable framework for urban development.

Niagara's sustainable urban vision has been informed by Council's endorsement of the principles of Smart Growth and of the Melbourne Principles.

Niagara aspires to build sustainable, complete communities. Such communities serve the needs of the present local population, without compromising the potential needs of future generations. Niagara's approach to building such communities addresses social, environmental, economic and cultural aspects of land use planning. Niagara will build more sustainable, complete communities by:

- Encouraging mixed and integrated land uses;
- Making efficient use of land, resources and *infrastructure*;
- Promoting compact, transit supportive development friendly to active transportation;
- Supporting *intensification*;
- Building better greenfield neighbourhoods;
- Fostering *development* that conserves natural resources and maintains or enhances natural systems.
- Integrating cultural programs and facilities in our *Urban Areas*;
- Making prudent fiscal decisions.

Niagara will promote an integrated land use planning framework for decision making, one which includes all twelve lower tier municipalities, the Niagara Peninsula Conservation Authority, residents, business and all other stakeholders.

Through these efforts, Niagara will improve air quality, enhance the integrity of natural systems, maintain its valuable prime agricultural lands; reduce traffic congestion; and provide opportunities for healthy living, social connectivity, economic well-being; and *affordable* housing that generally elevate the overall quality of life for Niagara's residents.

There is no one single action that will transform Niagara into a sustainable community. Rather, the path of sustainability is a long journey which will require Niagara to make tough decisions around financial, economic and social development, and environmental issues.

These decisions and actions will continuously emerge and will require Niagara to constantly reaffirm its commitment to the Vision.

The following policies represent an opportunity for Niagara to affirm its commitment to building sustainable, *complete communities*.

Our Common Objectives

The following objectives are the basis for the policies in this Chapter of the Plan and should guide decisions related to land use planning, *infrastructure* development, natural and cultural resource management and fiscal planning:

Objective 1 Build compact, vibrant, sustainable, integrated and *complete communities*.

Objective 2 Plan and manage growth to support a strong, competitive and diverse economy.

Objective 3 Protect, conserve, enhance and wisely use the valuable natural resources of land, air, energy and water for current and future generations.

Objective 4 Maximize the use of existing and planned infrastructure to support growth in a compact and efficient manner.

Objective.5 Provide flexibility to manage growth in Niagara in a manner that recognizes the diversity of communities across the Region within the framework set out in the Regional Official Plan.

Objective 6 Promote continued collaboration and cooperation among governments, institutions, businesses, residents, and not-for-profit organizations to achieve our Vision and the objectives of these policies.

4.G.1 Niagara's Urban Community Objectives

The objectives of the Urban Community policies are to:

Objective 4.G.1.1 Provide a framework for developing sustainable, *complete communities*.

Objective 4.G.1.2 Plan for all of Niagara's residents, both current and future, by promoting social inclusion, improved access to housing, commercial goods and services, job opportunities and social services.

Objective 4.G.1.3 Provide a policy direction for creating healthy, safe, vibrant, *transit supportive*, *active transportation friendly*, diverse, mixed use residential areas.

Objective 4.G.1.4 Develop a policy framework to ensure that, as urban *development* occurs, natural resources and ecosystem health and sustainability are maintained, enhanced or restored.

Objective 4.G.1.5 Ensure that the Region has an adequate supply of accessible, attractive commercial areas.

Objective 4.G.1.6 Promote and facilitate the revitalization and redevelopment of downtowns.

Objective 4.G.1.7 Promote the preservation and enhancement of cultural heritage resources.

Objective 4.G.1.8 Recognize the importance of a diversified economic base by establishing flexible policies to support the wide variety of employment types in Niagara.

Objective 4.G.1.9 Provide a Regional policy framework for guiding the long term development of Niagara's employment areas.

Objective 4.G.1.9 Recognize the unique role of tourism and recreation-based employment in Niagara's economy.

4.G.2 Urban Community Structure

Policy 4.G.2.1 Urban communities (i.e. *Urban Areas*) are generally comprised of the following key structural elements:

a) Residential areas and housing;

b) Commercial areas;

c) Community facilities and institutions;

d) Mixed use areas;

e) Public realm, including cultural amenities;

f) The Core Natural Heritage System and hydrological features;

g) *Employment areas*.

Policy 4.G.2.2 Policy direction for each of the above-noted components is provided in Chapters 3.C, 3.D, 4.I, 4.J, 11.A and 11.B except for the Core Natural Heritage System and hydrological features for which policy direction is given in Chapter 7 of this Plan.

4.G.3 Sustainable Urban Development

Policy 4.G.3.1 The *Region* encourages the local municipalities to establish official plan policies and other measures supporting development that addresses the principles of environmental sustainability including:

a) Reducing energy demands;

b) Designing *development* to optimize passive solar energy gains;

c) Providing for on-site, renewable energy generation and co-generation and district energy systems

d) Maximizing water conservation, including water efficient landscaping and collection and reuse of clean water;

e) Providing appropriate stormwater infiltration at source;

f) Integrating green roofs into energy and water conservation strategies;

g) Providing for collection and storage of recyclable wastes on site;

h) Integrating *active transportation* and transit into *development* plans; and

i) Maintaining and enhancing natural heritage and hydrological features and functions in accordance with Chapters 7 of this Plan.

The Region shall assist and support the local municipalities in developing such policies and measures to implement them.

4.G.4 Regional Urban Structure Objectives

The objectives of the Regional Urban Structure policies are to:

Objective 4.G.4.1 Clearly articulate and define Niagara's key structural elements.

Objective 4.G.4.2 Establish a formal system of designated Urban Areas so that growth and development can be directed and managed in a cost effective, efficient and sustainable manner which acknowledges the distinction between urban and rural areas, protects Prime Agricultural Lands and the Niagara Escarpment Biosphere Reserve, is based on a review of approved land supplies in settlement areas as well as existing and planned servicing infrastructure, and encourages growth in the southern areas of the Region.

Objective 4.G.4.3 Provide a framework for implementing Niagara's vision for sustainable, complete communities.

Objective 4.G.4.4 Provide an urban structure for accommodating regional and local population, household and employment growth.

4.G.5 Niagara Region's Urban Structure

Policy 4.G.5.1 The key components of the Region's Urban Structure are

a) *Urban Areas* composed of:

i. *Built-up Areas*

ii. *Designated greenfield areas*

b) The Downtown St. Catharines *Urban Growth Centre*;

c) Local municipally designated *Intensification Areas*;

d) The Niagara Economic Gateway Zone and Centre as shown in the Provincial Growth Plan for the Greater Golden Horseshoe; and

e) *Transportation Corridors*

Policy 4.G.5.2 Other key determinants defining and shaping the Region's urban structure are its agricultural land base; the Greenbelt Plan and the Niagara Escarpment Plan; major community facilities such as hospitals, universities and colleges, transportation hubs, and cultural and recreational facilities; the Core Natural Heritage Areas as shown on the Core Natural Heritage Map; and significant physical features (Lake Ontario and Lake Erie, the Welland Canal, the Welland River and the Niagara River).

Policy 4.G.5.3 The Regional Urban Structure and the key determinants described in policy 4.G.5.2, other than major community facilities and Core Natural Heritage, are displayed on Schedule A.

4.G.6 Settlement Areas

Policy 4.G.6.1 *Settlement areas* consist of *Urban Areas* and hamlets as delineated on Schedule A. These boundaries of shall be precisely defined in the local official plan.

Policy 4.G.6.2 *Urban Areas* will be the focus for accommodating the Region's growth and development. Accordingly, neither the expansion of existing hamlet and village boundaries nor the establishment of new hamlets or villages is permitted.

4.G.7 Urban Areas

Policy 4.G.7.1 *Urban Areas* are defined on Schedule A and are designated in local official plans. *Urban Areas have* municipally provided services, including water and sewage services.

Policy 4.G.7.2 Urban Areas will be the focus of the Region's long term growth and development.

4.G.8 Built-up Areas

Policy 4.G.8.1 *Built-up Areas* are lands located within Urban Areas which have been identified by the Ministry of Infrastructure (formerly the Ministry of Public Infrastructure Renewal). *Built-up Areas* will be the focus of residential and employment intensification and redevelopment within the *Region* over the long term.

4.G.9 Designated Greenfield Areas

Policy 4.G.9.1 *Designated Greenfield Areas* are the lands within a *settlement area* that are not within the *Built-up Area.*

4.G.10 Downtown St. Catharines Urban Growth Centre

Policy 4.G.10.1 The Downtown St. Catharines *Urban Growth Centre* is located in the City of St. Catharines as shown on Schedule A. The boundaries of the *Urban Growth Centre* have been defined by the City of St. Catharines and the Province of Ontario. These boundaries are to be used in the City's official plan and form the basis for developing detailed policies for the area.

Policy 4.G.10.2 Consistent with the Provincial Growth Plan for the Greater Golden Horseshoe, the Downtown St. Catharines *Urban Growth Centre* will be planned:

a) As a focal area for investment in institutions and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.

b) To accommodate and support transit infrastructure and active transportation.

c) To serve as a high density employment centre that will attract provincially, nationally or internationally significant employment uses.

d) To achieve a minimum density target of 150 people and jobs combined per hectare by 2031.

e) To accommodate and support opportunities for high density residential development, including development to meet specialized housing needs, in the Downtown to support the variety of uses located in this area.

4.G.11 Local Municipally Designated Intensification Areas

Policy 4.G.11.1 Local Municipally Designated *Intensification Areas* are specific areas designated in local Official Plans for *intensification* and redevelopment. These areas are not mapped on Schedule A.

Policy 4.G.11.2 Municipalities will define these areas pursuant to the policies of Sub-section 4.C.2 of this Plan.

4.G.12 The Niagara Economic Gateway

Policy 4.G.12.1 The detailed policies for the Niagara Economic Gateway are incorporated in the Employment Chapter of this Plan (Chapter 3). The *Urban Areas* policies of this Plan must be read in conjunction with the Niagara Economic Gateways policies for the respective municipalities.

4.G.13 Brock District Plan (ROPA 14)

The Brock District is a unique urban centre that straddles the City of St. Catharines and the City of Thorold with about half of the area comprised by Brock University. The District includes the four quadrants of Sir Isaac Brock Way and Merrittville Highway/Glenridge Avenue and extends from Highway 406 west to the westerly edge of Lake Moodie and from Decew Road and Lake Gibson north to the wooded slope of the Niagara Escarpment. A portion of the district is also subject to the provincial policies of the Greenbelt Plan and the Niagara Escarpment Plan.

The vision of the Brock District Plan is to leverage the unique economic driver of Brock University to transition the area from a lower density employment area to a higher density mixed use centre that is comprehensively and sustainably planned for social and economic success, and environmental sustainability.

The Brock District Plan sets a framework for the planning, design and development of an iconic strategic employment and residential growth area consisting of a vibrant complete university community set within a UNESCO World Biosphere Reserve. The vision focuses on higher education as a catalyst for economic prosperity. Brock University is the centre around which areas for new mixed use, higher density housing and employment are stitched together with an enhanced public realm including a network of tree lined streets,

urban open spaces and natural features, demonstrating sustainable design, green infrastructure and a walkable positive experience.

4.G.13.A General Objectives

Objective 4.G.13.A.1 The Brock District Plan shall capitalize on the research, innovation and other activities at Brock University, build on the intellectual capital of the area and leverage the assets of Niagara Region to have a global impact in terms of opportunities to attract new students, new residents, new businesses, and new employees to the Brock District.

Objective 4.G.13.A.2 The Brock District Plan shall build on the partnerships with local municipalities, Brock University and the Niagara Escarpment Commission to collaboratively implement the objectives and policies of the plan.

Objective 4.G.13.A.3 The Brock District Plan is recognized as an area of major activity and an important catalyst for investment. The Brock District Plan shall capitalize on the opportunities and transform the concepts into reality.

4.G.13.B Specific Objectives

a) To ensure that the Brock District becomes a complete community by integrating current and new uses and spaces, with a revitalized public realm and dense, compact mixed use development supporting a blend of residential, retail, institutional, recreational and employment activities.

b) To position the Brock District globally within a UNESCO World Biosphere Reserve and Region's Gateway Economic Zone to promote interdisciplinary solutions through research and innovation for the conservation of biodiversity; sustainable use; and managing changes and interactions between social and ecological systems.

c) To ensure the protection and possible enhancement of existing natural features and systems within and outside the Niagara Escarpment.

d) To ensure Gateways emphasize the prominence and boundaries to the Brock District.

e) To ensure that the Brock District Plan is a leader in sustainability, low impact development, green building standards, transit oriented development and new technologies. The Brock District shall aspire to be a carbon neutral district by reducing and/or offsetting greenhouse gas emissions.

f) To ensure that the Brock District is served by a safe, beautiful, comfortable, and connected active transportation network.

g) To ensure that the Brock District strives to create beautiful and sustainable streetscapes with a network of publicly accessible open spaces. The Civic Park shall be a four season landscape that will be appealing and available to all.

4.G.13.C Policies

Policy 4.G.13.C.1 A Regional Technical Advisory Committee shall be formed by the Region to develop an implementation framework as part of the ongoing commitment to the District Plan particularly with respect to the implementation tools in policy **4.G.13.C.2** and objectives of **4.G.13.B**.

Policy 4.G.13.C.2 The following guidance material will be developed to transition the area to the District envisioned in the District Plan:

a) Brock District Placemaking Manual

b) Brock District Green Energy Infrastructure Plan

c) Brock District Green Building Standard

d) Regional Headquarters Master Plan

e) Conformity review and updating of relevant local plans, policies and zoning by-laws

Policy 4.G.13.C.3 The following locations shall be emphasized as Gateways to the District using design features such as natural landscaping, including native species, and other urban design components identified in the District Plan or through further study of the Technical Advisory Committee:

a) The Niagara Escarpment gateway via Glenridge Ave;

b) The lake gateway via Merrittville Hwy; and

c) The 406 gateway via Sir Isaac Brock Way

Policy 4.G.13.C.4 The Brock District Plan contains design guidelines for development in both the public and private sector. These guidelines reinforce the seven specific objectives in section **4.G.13.B**. The guidelines provide clarity with respect to built form, streets, parks, open space and parking for development in the Brock District. Development proposals shall consider these guidelines.

Policy 4.G.13.C.5 An active transportation network shall be created, as illustrated on the Plan for Circulation Map in the Brock District Plan by ensuring local Plans incorporate a sidewalk on both sides of the streets, improved cycling infrastructure, safe marked crossings, a network of pathways and trails, improved transit and signage that is clear and informative.

Policy 4.G.13.C.6 The Demonstration Plan Map as shown in the Brock District Plan shall be used as a guide only for the layout and design of permitted development within the District Plan Area.

Policy 4.G.13.C.7 Local municipal Official Plans, Secondary Plans, and Zoning By-laws shall be updated to implement the vision, objectives, and policy direction of Brock District Plan, as required. Brock University shall have regard for the vision and objectives of the Brock District Plan through future review of their Campus Master Plan.

Policy 4.G.13.C.8 Land use designations in local Official Plans shall be reviewed in the context of the Brock District Plan, as well as the Natural Heritage policies of section 7.B and the Niagara Escarpment Plan.

Policy 4.G.13.C.9 The Brock District Plan shall be reviewed and updated every 10 years in consultation with stakeholders.

Policy 4.G.13.C.10 Minor changes to the Brock District Plan may be permitted as a result of future planning study or technical review provided it is consistent with the overall vision and framework of the Brock District Plan.

Policy 4.G.13.C.11 The Brock Master Plan Servicing Study (City of Thorold, 2014) and/or any other servicing strategy shall be reviewed to determine the servicing requirements and, if required, any upgrades as part of any future (re)development application within the Brock District Plan area.

4.H Hamlets

Objective 4.H.A To provide growth management policies for Hamlets for housing, social, cultural, and economic opportunities to support the hamlet community and agricultural and rural communities in Niagara Region.

4.H.1 Hamlets in the Regional Structure

Policy 4.H.1.1 Hamlets are settlement areas that play an important housing, social, cultural, and economic role for the people within the hamlet community and in the surrounding Agricultural and Rural Areas. Hamlet shall provide for the range of housing, social, cultural and economic land uses within their boundaries.

Policy 4.H.1.2 Hamlets should have sufficient development capacity to accommodate supporting farm-related uses and commercial uses to support the nearby agricultural and rural communities.

Policy 4.H.1.3 Hamlets are currently serviced by sustainable on-site private services. Municipal servicing and communal servicing shall only be considered in the event of health concerns in accordance with Section 6 of this Plan. Municipal and communal servicing options shall require an acceptable financial plan approved by Regional Council which shall include:

a) Capital construction costs are borne by the development;

b) In the case of communal servicing, an executed agreement that includes financial securities in the event of default is required prior to any approvals under the Planning Act.

Policy 4.H.1.4 Hamlets are generally lower density communities designed to support the surrounding agricultural and rural landscape and service the historical development that has occurred in the hamlet community. Hamlet design shall maintain and enhance the distinctive character of the hamlet, maintain and enhance a recognizable image for the hamlet and municipality, enhance the quality of life through appropriate design of commercial and public space areas, and promote greater economic vitality. Municipalities are encouraged to create and implement hamlet secondary plans with specific land use designations and hamlet design policies.

Policy 4.H.1.5 Hamlets and their boundaries are identified on Schedule A – Regional Structure of this Plan.

Policy 4.H.1.6 Hamlets are shown on Schedule B – Agricultural Land Base to establish their relationship to the Agricultural and Rural communities. Hamlet boundaries are determined through Schedule A – Regional Structure.

Policy 4.H.1.7 Hamlet Boundary expansions to accommodate forecasted growth shall only be considered as part of a municipal comprehensive review in accordance with the policies of this Plan. Policy 4.5 of Amendment 2-2009 is applicable in determining hamlet boundary adjustments.

Policy 4.H.1.8 No new hamlets or expansions to existing hamlets are permitted in Unique Agricultural Areas.

Policy 4.H.1.9 The boundaries of new and expanded hamlets in Good General Agricultural Areas and in Rural Areas should be located so as to minimize and mitigate to the extent feasible the impacts on nearby agricultural operations.

4.H.2 Hamlets in the Local Community Structure

Policy 4.H.2.1 Hamlets shall be designated and their boundaries defined on a local Official Plan schedule showing firm hamlet boundaries in accordance with the Region's Official Plan.

Policy 4.H.2.2 Hamlet mapping in local Official Plans shall include Natural Hazard mapping.

Policy 4.H.2.3 Minor boundary corrections of existing hamlet boundaries shall be completed through a local municipal comprehensive review and without an amendment to this Plan subject to the following:

i. The correction complies with Policy 4.H.1.8 of this Plan

ii. The correction is to address property boundary alignment such as split lots or property corrections/adjustments

iii. The property area is minor in nature

iv. The property area does not create additional developable lots to accommodate forecasted growth

v. Locally designated and/or listed heritage building(s)and/or features may be added to ensure their long-term protection; the heritage building and/or feature must be on property physically contiguous to the hamlet boundary and shall include the building(s) and/or feature associated with the designation or listing

vi. The correction does not include lands in an environmental feature (EPA or ECA) unless the feature is part of a property already in the hamlet boundary

vii. The correction is implemented through Local Official Plan Five Year Review

viii. At the time the Local Official Plan Five Year Review is approved by Regional Council, the correction to the hamlet boundaries shall be updated in the Regional Policy Plan without an amendment to this Plan.

"Useable Lot Area" Shall mean an area, generally contiguous on the lot, within the boundaries of a lot that is free of: non-developable natural heritage features, natural hazards, easements, right-of-ways, and protected archeological sites.=

4.H.3 Hamlet Development Policies

Policy 4.H.3.1 Where Hamlet boundaries have been established closer to an existing livestock operation than determined by the Minimum Distance Separation Formula, new Hamlet development must still comply with the Minimum Distance Separation Formula.

Policy 4.H.3.2 Development in Hamlets should preferably take place on the basis of secondary plans. The Region will co-operate and assist in the preparation and review of these secondary plans. The secondary plans should deal with issues which include:

i. Population

ii. Servicing

iii. Road system

iv. Land use

v. Community facilities

vi. Effect on surrounding lands

vii. Implementation

Policy 4.H.3.3 Development in Hamlets will be permitted by plan of subdivision or by consent. Development will be encouraged in depth rather than in strips along roads. Provision shall be made to permit access at

appropriate locations from the main road to second or third tiers of lots behind the existing development, where proposed. Wherever possible, the local municipality shall obtain such access in the course of considering plans of subdivision and consents for land severances.

Policy 4.H.3.4 Proposals for development will be carefully reviewed by both the local municipality and the Region to ensure that the development is orderly and well planned, that adequate services such as school bussing and fire protection can be provided, that the added development will not interfere with the operation of the arterial road system and that existing problems such as pollution, inadequate water supply or conflicting land uses will not be aggravated.

Policy 4.H.3.5 Development must be on lots having an adequate water supply and suitable for private waste disposal systems in accordance with the requirements of the Ministry of the Environment and the Medical Officer of Health. The minimum lot size for new lots in Hamlets should be 1hectare unless it is determined through a hydrogeological study that a smaller lot size will adequately accommodate private water and sewage treatment facilities for long term operation. In all cases, a minimum of 1 acre of useable lot area for septic system purposes shall be provided.

Policy 4.H.3.6 Proposals for development within or expansion to areas designated Minor Urban Centre within the Niagara Escarpment Plan as amended from time to time on Niagara Escarpment Plan Area Map 1, are subject to Part 1.6, Minor Urban Centres, and the development criteria in Part 2.

4.I Mixed Use Areas

Policy 4.I.1 The *Region* encourages the *development* of mixed use areas in Niagara. Mixed use areas should be planned to accommodate a variety of complementary land uses, including residential, commercial, employment, recreation, institutional, the Core Natural Heritage System, hydrological features and open space.

Policy 4.I.2 Mixed use areas should be planned to accommodate a variety of housing types, with an emphasis on providing opportunities for medium and high density residential *development*.

Policy 4.I.3 Mixed use areas should be planned to allow for the mixing of land uses at several scales. Land use could be mixed within neighbourhoods, blocks, parcels and buildings.

Policy 4.I.4 Mixed use areas should be planned to accommodate a variety of transportation modes, including walking, cycling and transit.

Policy 4.I.5 Mixed use areas should be located in both greenfield and *intensification areas*.

Policy 4.I.6 Local municipalities are encouraged to identify mixed use areas in their official plans and create a set of land use policies to guide development in these areas.

Policy 4.I.7 The planning of mixed use areas should direct particular attention to providing an attractive streetscape environment and public realm. A higher quality of public realm design is expected for mixed use areas compared to other residential areas, as mixed use areas often have a higher proportion of public space as compared to private space.

4.J Urban Design and the Public Realm

Policy 4.J.1 The *Region* promotes urban design analysis, municipal beautification, streetscape improvements, public art and the establishment of public gardens to ensure our communities remain attractive places, enhance our quality of life, and encourage tourism.

Policy 4.J.2 The *Region* promotes adoption of its Model Urban Design Guidelines or similar community design guidelines by the local municipalities to support the *development* of a strong sense of place and an overall approach to development which considers design at a broader neighbourhood and/or community scale.

Policy 4.J.3 The *Region* encourages inclusion of urban design analysis in the preparation of local official plans, neighbourhood plans, secondary plans, community improvement plans, *public works projects*, and private *development* projects. In support of this initiative the *Region* also encourages use of enhanced visualization techniques to foster collaboration in design review.

Policy 4.J.4 The *Region* encourages complementary private realm site design that addresses public safety, active transportation, landscaping, and human scale in buildings facing public space.

Policy 4.J.5 The *Region* promotes the development of the public realm in a manner that supports vibrant social and cultural gathering spaces easily accessed by a variety of transportation modes. This principle is particularly important in planning for Niagara's downtowns.

Table 4-1: Niagara Region, Population, Household and Employment Forecast by Local Municipality, 2006-2031

Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount[1]	Total Population in Households[1]	Persons Per Household (PPH)	Total Employment	Total Employment Including NFPOW[1]	Total Employment Activity Rate[1]
Fort Erie	2006	12,220	30,000	31,200	30,600	2.50	10,720	11,790	0.38
	2011	12,950	31,600	32,900	32,200	2.49	11,490	12,580	0.38
	2016	13,660	33,300	34,600	33,800	2.47	12,130	13,230	0.38
	2021	14,460	34,700	36,100	35,300	2.44	12,760	13,870	0.38
	2026	15,220	36,100	37,500	36,600	2.40	13,350	14,460	0.39
	2031	15,860	37,400	38,877	37,900	2.39	13,820	14,950	0.38
Grimsby	2006	8,745	23,900	24,900	24,500	2.80	7,380	8,120	0.33
	2011	9,560	25,900	26,900	26,400	2.76	7,880	8,630	0.32
	2016	10,090	27,100	28,200	27,600	2.74	8,060	8,820	0.31
	2021	10,540	27,900	29,000	28,400	2.69	8,120	8,890	0.31
	2026	10,950	28,400	29,500	28,900	2.64	8,310	9,080	0.31
	2031	11,400	29,400	30,582	29,900	2.62	8,550	9,340	0.31
Lincoln	2006	7,680	21,700	22,600	21,800	2.84	9,270	10,200	0.45
	2011	8,190	22,900	23,800	22,900	2.80	9,760	10,690	0.45
	2016	8,780	24,300	25,300	24,400	2.78	9,960	10,910	0.43
	2021	9,340	25,400	26,400	25,400	2.72	10,180	11,130	0.42
	2026	9,840	26,500	27,600	26,500	2.69	10,420	11,390	0.41
	2031	10,300	27,500	28,583	27,500	2.67	10,700	11,670	0.41

[1] Total population in households excluding institutional population.

Table 4-1: Niagara Region, Population, Household and Employment Forecast by Local Municipality, 2006-2031

Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount[1]	Total Population In Households[2]	Persons Per Household (PPH)	Total Employment	Total Employment Including NFPOW[1]	Total Employment Activity Rate[1]
Niagara Falls	2006	32,495	82,200	85,500	83,900	2.58	38,900	42,800	0.50
	2011	33,750	84,800	88,200	86,500	2.56	40,490	44,410	0.50
	2016	34,940	86,800	90,300	88,500	2.53	41,380	45,330	0.50
	2021	36,470	89,400	93,000	91,000	2.50	41,930	45,890	0.49
	2026	38,550	93,000	96,700	94,500	2.45	42,680	46,670	0.48
	2031	40,300	96,500	100,341	98,000	2.43	43,640	47,670	0.47
Niagara-on-the-Lake	2006	5,445	14,600	15,200	14,300	2.63	9,990	11,000	0.72
	2011	6,150	16,200	16,800	15,800	2.57	10,360	11,370	0.68
	2016	6,790	17,700	18,400	17,300	2.55	10,590	11,620	0.63
	2021	7,240	18,500	19,200	18,100	2.50	10,880	11,910	0.62
	2026	7,550	18,900	19,700	18,600	2.46	11,310	12,340	0.63
	2031	7,990	19,900	20,688	19,500	2.44	11,650	12,690	0.61
Pelham	2006	5,930	16,100	16,700	16,600	2.80	3,870	4,260	0.26
	2011	6,420	17,500	18,200	18,000	2.80	4,070	4,470	0.25
	2016	6,930	18,700	19,400	19,200	2.77	4,200	4,600	0.24
	2021	7,580	20,400	21,200	20,900	2.76	4,340	4,750	0.22
	2026	7,930	21,000	21,800	21,400	2.70	4,540	4,960	0.23
	2031	8,200	21,500	22,387	22,000	2.68	4,700	5,130	0.23

[2] Total population in households excluding institutional population.

Table 4-1: Niagara Region, Population, Household and Employment Forecast by Local Municipality, 2006-2031

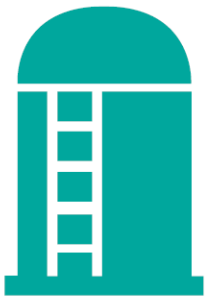
Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount[1]	Total Population in Households[3]	Persons Per Household (PPH)	Total Employment	Total Employment Including NFPOW[1]	Total Employment Activity Rate[1]
Port Colborne	2006	7,790	18,600	19,300	18,800	2.41	6,150	6,760	0.35
	2011	7,950	18,700	19,400	18,900	2.38	6,440	7,060	0.36
	2016	8,300	19,400	20,200	19,700	2.37	6,580	7,200	0.36
	2021	8,690	20,100	20,900	20,300	2.34	6,720	7,350	0.35
	2026	8,900	20,100	20,900	20,300	2.28	6,930	7,570	0.36
	2031	9,020	20,100	20,888	20,300	2.25	7,140	7,770	0.37
Welland	2006	20,715	50,300	52,300	51,800	2.50	18,550	20,410	0.39
	2011	21,320	51,100	53,100	52,600	2.47	19,300	21,170	0.40
	2016	22,070	52,300	54,400	53,800	2.44	19,770	21,660	0.40
	2021	23,120	54,100	56,300	55,600	2.40	20,320	22,220	0.39
	2026	24,210	55,900	58,100	57,300	2.37	21,110	23,020	0.40
	2031	25,670	59,100	61,464	60,500	2.36	21,710	23,650	0.38
West Lincoln	2006	4,295	13,200	13,700	13,600	3.17	3,490	3,840	0.28
	2011	4,750	14,500	15,100	14,900	3.14	3,780	4,130	0.27
	2016	5,100	15,400	16,000	15,800	3.10	3,990	4,350	0.27
	2021	5,370	16,000	16,600	16,400	3.05	4,410	4,780	0.29
	2026	5,510	16,200	16,800	16,500	2.99	4,710	5,080	0.30
	2031	5,610	16,300	16,990	16,700	2.98	4,930	5,300	0.31

[3] Total population in households excluding institutional population.

Table 4-1: Niagara Region, Population, Household and Employment Forecast by Local Municipality, 2006-2031

Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount[1]	Total Population in Households[4]	Persons Per Household (PPH)	Total Employment	Total Employment Including NFPOW[1]	Total Employment Activity Rate[1]
St. Catharines	2006	54,725	132,000	137,300	134,900	2.47	59,750	65,750	0.48
	2011	55,830	132,300	137,600	135,200	2.42	60,600	66,600	0.48
	2016	57,020	132,500	137,800	135,400	2.37	61,090	67,130	0.49
	2021	58,330	132,200	137,500	135,100	2.32	61,750	67,800	0.49
	2026	59,720	131,700	137,000	134,600	2.25	62,130	68,190	0.50
	2031	61,120	132,700	137,919	135,600	2.22	62,640	68,740	0.50
Wainfleet	2006	2,390	6,600	6,900	6,900	2.89	1,300	1,430	0.21
	2011	2,450	6,700	7,000	7,000	2.86	1,360	1,490	0.21
	2016	2,580	7,000	7,300	7,300	2.83	1,390	1,530	0.21
	2021	2,730	7,300	7,600	7,600	2.78	1,420	1,550	0.20
	2026	2,840	7,600	7,900	7,800	2.75	1,460	1,590	0.20
	2031	2,980	7,900	8,195	8,100	2.72	1,490	1,630	0.20
Thorold	2006	7,055	18,200	18,900	18,800	2.66	7,280	8,010	0.42
	2011	7,260	18,500	19,200	19,100	2.63	7,670	8,400	0.44
	2016	7,900	20,100	20,900	20,700	2.62	7,890	8,630	0.41
	2021	8,390	21,200	22,000	21,700	2.59	8,130	8,880	0.40
	2026	8,950	22,200	23,100	22,800	2.55	8,390	9,150	0.40
	2031	9,400	23,200	24,086	23,700	2.52	8,690	9,460	0.39
REGION OF NIAGARA	2031	207,850	491,500	511,000	499,700	N/A	199,660	218,000	N/A

[4] Total population in households excluding institutional population.



rural &
agriculture

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5. Rural and Agriculture

This Chapter outlines the objectives and the policies for the *Region's Agricultural* and *Rural Areas*. Many of Niagara's important renewable and non-renewable resources can be found in *Agricultural* and *Rural Areas* of the *Region*. For example, these areas contain high quality agricultural land, environmentally significant features, and sand and gravel resources. To achieve the proposed Regional strategy of balancing conservation and development these resources must be used wisely.

With a unique combination of deep sandy soils and favourable microclimates, Niagara's tender fruitlands are Provincially and Nationally significant. The *Region* also has large areas of good general agricultural lands which are suitable for the production of field crops and for livestock operations.

The agri-food industry in Niagara is diversified. Farmers produce a variety of crops including greenhouse flowers, fruit, vegetables, livestock and field crops. Wineries, distilleries, fruit and vegetable processors, dairies and meat packing firms process these crops adding value to their production.

The policies in this Plan give the unique agricultural lands (Good Grape and Good Tender Fruit Areas) the highest priority for preservation. The good general agricultural lands have the next priority for preservation. While not unique, these lands are suitable for the production of a wide range of crops and therefore are important in maintaining the agricultural industry's diversity.

Agricultural uses may continue in the Rural, Village and Hamlet Areas. However, some opportunities for *development*, including residential, commercial, industrial, and recreation uses compatible with the rural environment also are provided. The smallest of the urban communities, villages and hamlets, offer a distinctive small town lifestyle to Niagara residents. Low density *development* is permitted on private services in all of these areas.

5.A Objectives for Agricultural and Rural Areas

Objective 5.A.1 To preserve Niagara's agricultural lands. The unique agricultural lands suitable for tender fruits and grapes have the highest priority for preservation. Good general agricultural lands have the second highest priority for protection.

Objective 5.A.2 To advocate and support government policies and programs which promote the agricultural industry.

Objective 5.A.3 To conserve and enhance the natural resources of the *Agricultural* and *Rural Areas*.

Objective 5.A.4 To provide for a limited amount of non-farm *development* in designated Hamlets, Villages and *Rural Areas*.

Objective 5.A.5 To provide an efficient and orderly pattern of land uses in the *Agricultural* and *Rural Areas*, which lessens land use conflicts, which requires a minimum of municipal services and conserves natural resources.

Objective 5.A.6 To protect farmers' right-to-farm by minimizing the potential for conflicts between farm and non-farm uses.

Objective 5.A.7 To support uses that enable farming and farmers to:

a) Become more competitive, sustainable and environmentally friendly;

b) Adapt to new and changing markets;

c) Diversify into and take advantage of new agricultural opportunities;

d) Improve the understanding of agriculture by the general public; and

e) Broaden operations to diversify economic activity and add value to their primary products.

Objective 5.A.8 To encourage a wide range of *farm diversification* uses in appropriate locations and at a scale suitable to the farm and the *agricultural area* where they contribute to profitable and economically sustainable agriculture.

Objective 5.A.9 To recognize the role of the *Region* to establish flexible, performance based criteria for use by the local municipalities, and recognize variations in the range of diversification uses within individual municipalities.

Objective 5.A.10 To recognize the range of impacts that different types of *value added uses* may have on the farm and on surrounding farms, and provide for different regulatory provisions.

Objective 5.A.11 To support *development* of fair tax policies that address *value added uses* and economic diversification on farms.

5.B Policies for Agriculture

The following policies for agriculture apply to both the unique and good general agricultural lands shown on Schedule B.

The Unique *Agricultural Area* includes both good tender fruit and good grape lands. The boundaries of Unique *Agricultural Areas* are based on the mapping contained in the Greenbelt Plan 2005. Areas shown as Unique *Agricultural Areas* on Schedule B are intended to reflect the location of the Protected Countryside lands in the Greenbelt Plan. The Unique *Agricultural Areas* are extended over the Niagara Escarpment Plan Area. The requirements of the Niagara Escarpment Plan, established under the **Niagara Escarpment Planning and Development Act** continue to apply and the Protected Countryside policies in the Greenbelt Plan do not apply with the exception of Section 3.3 in the Greenbelt Plan.

The Good General *Agricultural Area* includes organic soils, areas of Classes 1 and 2 lands, areas of 60 to 70 percent Class 1 and 2 lands, and the majority of Class 3 lands. These areas were originally based on the Canada Land Inventory: Soil Capability for Agriculture and consultation with local agriculturalists.

Schedule B also includes refinements and adjustments to the Good General *Agricultural Areas* based on detailed reviews and local official plan amendments by area municipalities carried out in consultation with the *Region* and others.

The *Region* will review and revise the Agricultural Land Base Map further in co-operation with area municipalities, agricultural representatives and interested local and Provincial agencies and organizations. This review will use the available up to date information including the soils mapping of the Ontario Institute of Pedology (1989) and available climatic information. The six objectives of Chapter 5 together with the Strategic Objectives of Chapter Three provide direction for this review.

Policy 5.B.1 The highest priority will be given to preserving "good tender fruit lands" and "good grape lands" (Unique *Agricultural Areas* are shown on Schedule B).

Policy 5.B.2 The second highest priority will be given to preserving "good general agricultural lands" (Good General *Agricultural Areas* are shown on Schedule B).

Policy 5.B.3 The *Region* will attempt to ensure a viable agricultural industry through such means as:

a) the protection of unique and good general agricultural lands;

b) tariff and, or, quota protection from imports (a Federal Government responsibility);

c) adequate marketing procedures (a responsibility of the industry and the Provincial Government);

d) protection from unjustified taxes (a Provincial and local municipal government responsibility);

e) financial support to local agricultural groups, such as grants to the Niagara North and South Federations of Agriculture;

f) support of farmers seeking approval for loans from lending agencies for additional farm residences in order to eliminate the need for severances;

g) support for a wide range of *farm diversification* uses in appropriate locations and at a scale suitable to the farm and the *agricultural area* where they contribute to economically sustainable agriculture; and

h) recognition of opportunities for on-farm alternative and/or renewable energy systems.

The *Region* recognizes the urgent need to improve economic conditions for the farmer. While the *Region* has continuously supported the encouragement of a viable agricultural industry, the senior levels of government have major responsibilities in this area as generally indicated in Policy 5.B.3. In the event that the necessary economic measures for the protection and *development* of the agricultural industry are not forthcoming from the Federal and Provincial Governments, the *Region* will review and may revise its agricultural policies to reflect the lack of economic programs for agriculture.

Policy 5.B.4 Local municipalities, with assistance from the *Region*, should formulate policies for inclusion in their official plans for the protection of unique and good general agricultural lands, consistent with the policies of the Regional Official Plan. These areas should be mapped in the local official plans.

Policy 5.B.5 Schedule B identifies *agricultural areas* in which the *Region* is committed to supporting the farmer and his/her opportunity to farm. These areas should have supportive government policies and programs, and attempt to prevent conflicting public and private uses which hinder the farmer's ability to farm. Changes to the Good General *Agricultural Areas* and *Rural Areas* on Schedule B will be made only after consultation with the local municipalities, agricultural representatives and interested local and Provincial agencies and organizations and will be done through a Regional Official Plan amendment. Revisions to the Greenbelt Plan and to the Niagara Escarpment Plan boundaries and the redesignation of Unique *Agricultural Areas* are prohibited.

Policy 5.B.6 In the Unique and Good General *Agricultural Areas*, the predominant use of land will be for agriculture of all types, including livestock operations as well as associated value retention uses. Compatible uses such as forestry and conservation of plant and wildlife are also permitted. In Unique *Agricultural Areas*, all existing uses lawfully used for such purpose prior to December 16, 2004, the date the Greenbelt Plan came

into effect, are permitted. Also, in Unique *Agricultural Areas* single dwellings are permitted on existing lots of record, provided they were zoned for such as of December 16, 2004 or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003 but which did not proceed.

Policy 5.B.7 Non-agricultural uses should not be located in *Agricultural Areas*. The introduction of new non-agricultural *development* of all types into the *Agricultural Areas* has an adverse impact on the agricultural and natural resources and shall be strictly limited. However, applications for individual non-agricultural uses may be considered. These applications will be reviewed through a Regional Official Plan Amendment subject to the following conditions:

a) Non-agricultural uses are not permitted in Unique *Agricultural Areas* - Good Tender Fruit and Good Grape Areas.

b) Non-farm residential lots and uses are not permitted in Good General *Agricultural Areas* or in *Rural Areas* in close proximity to agricultural activity.

c) A demonstrated need for additional land to be designated within the municipality and the desirability of the proposed use to the community.

d) There are no reasonable alternatives in *Rural Areas* or in Urban Areas.

e) There are no reasonable alternative locations in other Good General *Agricultural Areas* with lower priority agricultural land.

f) The degree of conflict with surrounding *agricultural uses*. Any conflict should be mitigated to the extent feasible. This would depend on the size and nature of the proposed use, the existing *agricultural uses*, and on any buffering factors between them. For example, creeks, roadways and other prominent features would be helpful in defining and screening a non-agricultural use from surrounding farms;

g) Compliance with policies contained in Chapters 6 and 7, Environmental Policies including the Natural Heritage and Aggregate Resource Policies.

h) Applications must be supported by adequate technical assessment to ensure that private water supply and private sewage services can be provided.

i) Compliance with other policies contained in the Regional Official Plan.

Policy 5.B.8 In the Unique *Agricultural Areas*, consents to convey may be permitted only in accordance with the following provisions. Within the Niagara Escarpment Plan Area, the policies of the Niagara Escarpment Plan as

amended from time to time shall prevail unless the following policies are more restrictive, then the more restrictive policies shall prevail. Policies for lot creation in local Official Plans can be more restrictive than the following policies and still conform to this Plan.

a) The consent to convey is for an *agricultural use* where the severed and retained lots are intended for *agricultural uses* and provided the minimum lot size is 40-acres (16.2 hectares).

b) The consent is for a *residence surplus to a farming operation* as a result of a farm consolidation, which residence was an existing use as of December 16, 2004, provided that a residential dwelling is not permitted in perpetuity on the retained lot of farmland created by this severance. As a condition of severance, the applicant must have the remnant parcel rezoned to preclude its use for residential purposes.

c) The consent requested is for minor boundary adjustments or easements, complies with other policies in this Plan and does not create a separate lot for a residential dwelling and there is no increased fragmentation of a key natural heritage feature or key hydrologic feature.

Policy 5.B.8.1 In Good General *Agricultural Areas* consents to convey may be permitted only in those circumstances set out in the following provisions. Policies for lot creation in local Official Plans can be more restrictive and still conform to this Plan.

a) The consent to convey is required for existing *agriculturally related uses* provided the parcel size is limited to the minimum size needed to accommodate the use.

b) The consent is for a farm operation supported through a farm business plan and provided that the resulting parcels are both for *agricultural use* and the size of the resulting farm parcels:

   i) is appropriate for the farming activities proposed,

   ii) is suited to the particular location and common in the area, and

   iii) provides some flexibility for changes in the agricultural operation.

   The foregoing includes small lot severances for greenhouses and other intensive forms of agriculture subject to the condition that any new dwellings on the property are allowed only after the greenhouse and other farm buildings have been constructed or substantially completed. It is important that small lot severances for intensive *agricultural uses* such as greenhouse operations be of a sufficient size so that these uses have ample room for future expansion.

c) The consent to convey is for a *residence surplus to a farming operation* as a result of a farm consolidation provided new residential dwellings are prohibited in perpetuity on any vacant remnant parcel of land created by the severance. As a condition of severance the applicant must have the remnant farm parcel rezoned to preclude its use for residential purposes.

d) The consent is for a lot adjustment for legal or technical reasons such as easements, corrections to deeds, quit claims and minor boundary adjustments which do not result in the creation of a new lot.

Policy 5.B.8.2 The *Region* supports the Niagara Tender Fruit Lands Program. In return for restrictive covenants on title, Niagara tender fruit growers receive financial compensation. The program is administered under the **Agricultural Research Institute of Ontario Act**. The uses are those permitted in the restrictive covenant.

Policy 5.B.8.3 In Unique *Agricultural Areas* expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally established existing uses which bring the use more into conformity with this Plan, are permitted subject to a demonstration of the following:

a) New municipal services are not required; and

b) The use does not expand into key natural heritage features and key hydrological features unless there is no other alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure.

Other policies affecting lands outside the Unique *Agricultural Areas* notwithstanding, this plan shall not prohibit the continued operation of legally established residential, industrial, business, agricultural, and institutional facilities. Further, this Plan shall not prohibit the reasonable expansion or change in the use of such facilities provided Urban Area Boundaries are not superseded; the expansion does not involve a major intensification of land use in accordance with Policy 7.B.1.26, the expansion will not have a negative impact on the Core Natural Heritage System; or result in the intrusion of new incompatible uses; and subject to:

a) the need and desirability of the operation;

b) regard for environmental, agricultural, and other policies of this Plan;

c) compatibility with existing surrounding uses;

d) access and servicing requirements being met; and

e) no additional municipal services being required.

Further policies guiding the continued operation and possible expansion of such existing uses should be included in local official

plans. In addition, within the Niagara Escarpment Plan area, the Niagara Escarpment Plan Policies apply to existing uses.

Policy 5.B.9 Proposed residential lots being considered for a consent under the criteria in Policies 5.B.8.and 5.B.8.1 must also meet the following conditions.

a) Any new lot is of sufficient size and has suitable soil and site conditions for the installation and long-term operation of a private sewage disposal system in compliance with the requirements of the Ministry of the Environment, Ministry of Municipal Affairs and Housing or persons appointed on behalf.

b) Any new lot has an adequate ground or other water supply, in compliance with the requirements of the Ministry of the Environment and the Medical Officer of Health.

c) Any new lot has sufficient frontage on an existing publicly-maintained road.

d) Where possible, joint use should be made of the existing road access to the farm operation.

e) Road access to any new lot does not create a traffic hazard because of limited sight lines on curves or grades or proximity to intersections.

f) The size of any new lot shall not exceed an area of 0.4 hectares (1 acre) except to the extent of any additional area deemed necessary to support a well and private sewage disposal system as determined by the Ministry of the Environment, Ministry of municipal Affairs and Housing, or persons appointed on behalf.

g) The proposed lot should be located to minimize the impact on the remaining farm operation.

Policy 5.B.10 Any land conveyance for a residential lot shall also comply with local official plans and by-laws where more detailed and/or more restrictive criteria are included.

Policy 5.B.11 Additional permanent or portable farm-related dwellings may be permitted without severance for full time farm help where the size and/or nature of the farm operations makes the employment of such help necessary, where such additional dwelling does not have a significant effect on the tillable area of the farm or its viability.

Policy 5.B.12 Water supply and sewage treatment facilities and essential public uses such as *utility*, communication, and transportation facilities which are of a linear nature and cannot reasonably locate outside *agricultural areas* may be permitted within them and should be located so as to minimize the effects on surrounding unique and good general agricultural lands, farm operations, surface drainage, and natural environmental resources.

Within the Niagara Escarpment Plan Area, the Niagara Escarpment Plan as amended from time to time and the development criteria relating to Transportation and *Utilitie*s shall apply.

Policy 5.B.13 The removal of topsoil from unique and good general agricultural lands is generally discouraged. Local municipalities will be encouraged to enact by-laws under the provisions of the above Act to regulate the removal of topsoil and to require the rehabilitation of lands from which the topsoil has been removed.

Policy 5.B.14 Interference with surface drainage that adversely affects the productivity of nearby farmland should be prohibited. Municipalities are encouraged to control interference with surface drainage under the provisions of Section 208 of the **Municipal Act** and under Section 41 of the **Planning Act**. Municipalities also are encouraged to support the flood plain and fill line mapping program of the Niagara Peninsula Conservation Authority and the registration of fill lines once mapped.

Policy 5.B.15 New dwellings on existing lots and proposed new lots must be separated from existing livestock operations on adjacent properties. Similarly, new or expanded livestock operations must be separated from existing dwellings on adjacent properties. It is required that local official plans and zoning by-laws use the Minimum Distance Separation Formula of the Agricultural Code of Practice as their standard for livestock operations. Exceptions may be made for farm buildings under the same ownership. Also, as set out in the Agricultural Code of Practice, other non-farm uses shall comply with the Minimum Distance Separation Formula.

Notwithstanding the above, in areas shown as Good General *Agricultural Area* on Schedule B, new lots suitable for residential dwellings must be separated from existing livestock operations by 1000 feet or the distance determined by the MDS formula whichever is greater.

Policy 5.B.16 Where urban areas boundaries have been established closer to an existing livestock operation, new urban *development* must still comply with the separation distance as determined by the Minimum Distance Separation Formula of the Agricultural Code of Practice for Ontario.

Policy 5.B.17 *Farm diversification* uses are recognized and may be permitted in accordance with the provisions of this Chapter. On-farm diversification is a potentially significant contributor to economically sustainable agriculture in Niagara, contributing to more access to local food and VQA

wines, contributing toward the preservation of the agricultural land base and the scenic quality of the agricultural landscape.

Policy 5.B.18 *Farm diversification* refers to those *agricultural related value added* and *secondary uses* that complement farming activities and provide for increasing the economic value and consumer appeal of an agricultural product or use. *Farm diversification* uses shall complement the principal agricultural uses on the property and in the surrounding area, and shall contribute to the sustainability and viability of the farming operation. All uses outside of settlement areas are subject to the *Region's* servicing policies.

Policy 5.B.19 *Farm diversification* uses shall be consistent with the applicable provisions of the Provincial Policy Statement (2005), and conform to the Niagara Escarpment Plan and the Greenbelt Plan.

Policy 5.B.20 Local municipalities through their Official Plans and Zoning By-laws should define and categorize *farm diversification* uses and provide specific performance criteria for various types of uses, in accordance with the provisions of the Regional Official Plan. Local Official Plans can be more restrictive regarding their diversification and value added *agricultural use* policies and still conform to the Regional Official Plan. Some uses may be permitted "as of right" through local documents; other uses may be recognized through a process that involves site specific zoning. "As of Right" uses may include such *agriculture related uses* that are small scale and directly related to the farm operation, or *secondary uses* that are also small scale and are compatible with the principal agricultural operation on the property and surrounding agricultural lands. Uses that have potential to generate off site impacts will be evaluated and assessed for compatibility with the principal agricultural operation and surrounding agricultural lands through a rezoning process that will also impose controls to mitigate the impacts. Larger scale *agriculture related uses* or *secondary uses* may require site specific zoning amendment, where their impact is evaluated and determined to be compatible with the principal agricultural operation and surrounding agricultural lands.

Policy 5.B.21 The following criteria shall be considered when identifying whether or not diversification activities should be permitted in the Zoning By-law:

a) Whether the proposed activity is more appropriately located in a nearby settlement area or in the *Rural Area*;

b) Whether the use is required on or in close proximity to the agricultural operation for it to support and complement the agricultural activity;

c) The extent to which the use is compatible with the existing farming operation and surrounding farming operations;

d) Whether the scale of the activity is appropriate to the site and the farming operation;

e) Whether the use is consistent with and maintains the character of the *agricultural area*;

f) The use does not generate potentially conflicting off-site impacts;

g) The use is limited to low water and low effluent producing uses, and the site is capable of accommodating the use on private water and private sewage treatment systems;

h) The use does not require significant improvements to *utilities* or *infrastructure* such as roads or hydro services;

i) The use complies with all other applicable provisions of the Regional Official Plan.

Policy 5.B.22 *Farm diversification* uses are small scale in relation to the principal farming operation. Preference is given to defining scale on the basis of size of the facilities and relationship to other uses rather than less enforceable criteria such as number of employees or value of product purchased. The appropriate scale for diversification uses may vary depending on the type of use and whether the activities are located in the Specialty Crop Areas (Tender Fruit or Grape Areas) or in the other *Prime Agricultural Areas* (Good General *Agricultural Areas*).

Policy 5.B.23 *Value Added Production uses* are intended to primarily serve the farm operation and surrounding local operations, and remain secondary to the principal farming operation in relation to the scale of the operation, its footprint and the product being manipulated. Such uses may be recognized "as of right" in local zoning by-laws. However, it is recognized that in order to extend the operating season of such uses, some product may be obtained from surrounding local farm operations or from other parts of Ontario provided the majority of product is from the farm or from surrounding local operations, particularly in the "off seasons" to allow the efficient operation of the processing uses and contribute to the ongoing viability of the farm. Such facilities may require a site specific zoning amendment prior to expanding the operation to include product from other parts of Ontario.

Policy 5.B.24 *Value Added Marketing uses* are intended to primarily serve the farm operation and surrounding local farming operations, and shall remain secondary to the principal farming operation, both in relation to the scale of the operation and its footprint. Within the Niagara Escarpment Plan Area the Policies of the NEP apply. Local Official Plans shall establish limits on the scale of various types of marketing uses, within the following guidelines:

a) Roadside stands and "pick your own" facilities are limited to distribution of product produced from the farm operation, with parking areas and structures limited in area;

b) Agricultural retail facilities shall generally be small scale, and may be smaller in Specialty Crop Areas;

c) Bed and breakfast facilities shall not exceed 6 bedrooms;

d) Restaurant facilities shall be accessory to existing farming operations and shall be small scale, but may be smaller in Specialty Crop Areas.

Policy 5.B.25 *Agri-tourism uses that are directly related to agriculture* may be recognized and regulated by the local municipality. The activities shall be subject to the following criteria:

a) The scale of the operation is limited and appropriate to the site and the surrounding area;

b) The use has minimal impact on, does not interfere with and is compatible with the surrounding agricultural and rural land uses;

c) The use is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;

d) The use does not cause off site impacts related to *infrastructure* or transportation/traffic;

e) The use does not generate potentially conflicting off-site impacts;

f) The use complies with all other applicable provisions of the Regional Official Plan.

Policy 5.B.26 *Agri-tourism uses that are not directly related to agriculture* but benefit from a farm location may be recognized and regulated by the local municipality. The activities shall be subject to the following criteria:

a) The scale of the operation is limited and appropriate to the site and the surrounding area;

b) he use has minimal impact on, does not interfere with and is compatible with the surrounding agricultural and rural land uses;

c) The use is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;

d) The use does not cause off site impacts related to *infrastructure* or transportation/traffic;

e) The use does not generate potentially conflicting off-site impacts;

f) For special events, the use represents an occasional activity and is not a regular recurring activity;

g) The timing and duration of such uses does not hinder the agricultural operation on the site or on surrounding lands;

h) The use complies with all other applicable provisions of the Regional Official Plan.

Policy 5.B.27 Home Occupations and Home Industries may be permitted as *secondary uses* provided they comply to the provisions of this Chapter.

Policy 5.B.28 On-farm alternative and/or renewable energy systems are encouraged in association with agricultural operations. For those systems not exempt from **Planning Act** provisions under the **Green Energy and Green Economy Act, 2009**, such systems shall be small scale.

Policy 5.B.29 The local municipality may limit the number of *farm diversification* uses permitted in association with the farm operation.

Policy 5.B.30 Local municipalities shall utilize site plan control to regulate the impact of *farm diversification* uses, in relation to entrances, parking and loading facilities, signage, grading and storm water drainage, buffering and landscaping and landscape protection.

Policy 5.B.31 Local municipalities, through their official plans, may provide for the implementation of *farm diversification* uses through the establishment of a *development* permit system, based on the degree of compatibility of specific uses in relation to the principal agricultural operation.

Policy 5.B.32 Lot creation to accommodate *farm diversification* uses is not permitted.

Policy 5.B.33 Within the Niagara Escarpment Plan area, the policies contained in the NEP apply *Farm diversification* uses must meet the permitted uses, Development Criteria and policies of Part 2 of the NEP.

Policy 5.B.34 The scale of *value added* and diversification uses will vary depending on the scale and use of the principal farming activity. As such, local official plans will provide specific policy guidance geared to the characteristics of the specialty crop areas and good general agricultural uses generally located south of the Niagara Escarpment and *Rural areas*.

Policy 5.B.35 Uses that are not directly related to agriculture may be considered in special circumstances where the use would allow the ongoing adaptive re-use of existing buildings or structures that are designated under the Ontario Heritage Act as having cultural heritage significance and that would otherwise be surplus or fall into disrepair, provided such uses are small scale, would not expand outside of the existing structure or building and would not change the appearance of the farming operation, and their impacts (such as noise, odour, traffic and servicing) on surrounding land uses is minimal and will not hinder surrounding *agricultural uses*. Such uses may only be considered in site specific zoning amendments by the local municipality.

Policy 5.B.36 Local Official Plans may recognize certain *farm diversification* uses that include agriculturally related commercial and industrial uses on existing undersized lots provided:

a) The uses are *agriculturally related uses*, are related to surrounding farm operations and require a location in close proximity to the farm operation;

b) The scale of the operation is limited and appropriate to the site and the surrounding area;

c) The agricultural character of the area continues to dominate; It has been demonstrated to the satisfaction of the *Region* and the local municipality that the proposed use is not more appropriately located on the same parcel as the farm operation, or in a designated settlement area;

d) The use has minimal impact on, does not interfere with and is compatible with the surrounding agricultural and rural land uses;

e) The use is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;

f) A residential use is not permitted;

g) The use complies with all other applicable provisions of the Regional Official Plan;

h) The use would be subject to a site specific zoning amendment and be limited to the specific use applied for.

i) In Specialty Crop Areas additional limitations will be required. For greater clarity, in specialty crop areas, because of existing farm lot patterns, the more intensive nature of specialty crop farming, and the significance of this agricultural land base, a more careful application of this policy is required.

j) Such uses may include production activities and marketing activities.

k) Where such uses are proposed, they are directed to existing commercial or industrial or other non-agriculturally zoned parcels of land, or parcels made unsuitable for agriculture by former land uses.

5.C Policies for Rural Areas

The following policies and also Policies 5.B.15 and 5.B.16 apply to the *Rural Area* as shown on Schedule B. The *Rural Area* includes some of the Class 3 lands, as well as Classes 4 to 7 inclusive, according to the Canada Land Inventory: Soil Capability for Agriculture.

Policy 5.C.1 The predominant use of lands in the *Rural Area* will continue to be agriculture, but some non-farm related *development* will be permitted. (Rural lands are shown on Schedule B)

Policy 5.C.2 A variety of non-agricultural *development* may be located in the *Rural Areas* (which are shown in the Official Plan) subject to meeting all the provisions contained in Chapter 5.C. Certain types of low intensity non-agricultural *development* such as non-farm residential uses including recreational uses, and small-scale commercial and institutional *development* may be permitted generally in the *Rural Areas* subject to a rezoning or a consent to convey in the case of residential uses. Local official plan policies for non-agricultural *development* shall provide direction on the following issues:

a) the future pattern and character of *development*,

b) the extent of protection for agricultural activities,

c) types of and compatibility among uses either permitted generally or by local official plan designation,

d) the extent of protection to natural resources,

e) compatibility with adjoining *agricultural areas*, and

f) access and servicing requirements.

Policy 5.C.3 *Development* in the *Rural Area* will be permitted only when the individual lot and its soil conditions are suitable for the satisfactory long-term operation of a private sewage disposal system, in accordance with the requirements of the Ministry of the Environment and the Ministry of Municipal Affairs and Housing.

Policy 5.C.4 *Development* in the *Rural Area* will be permitted only when the water supply meets the requirements of the Ministry of the Environment or its agents and the Medical Officer of Health.

Policy 5.C.5 *Developments* outside the urban areas boundaries will not be provided with municipal water and sewer services but instead will be expected to depend on private sewage disposal systems and private water supply. The above policy applies to all lands outside the Urban Areas Boundaries.

Notwithstanding the above:

a) Municipal sewers or water supply mains may be extended outside the urban area where required to correct an existing health problem as determined by the Medical Officer of Health or where there is a clean-up order from the Ministry of Environment. All alternatives to municipal mains for resolving the health concern must be considered.

b) Further, extensions of the water supply system may be permitted for necessary operating purposes, such as the looping of existing mains, the replacement of existing mains, and the interconnection of urban areas.

c) Further, Regional Council may also consider requests by local municipalities for extensions of municipal water mains to serve existing and proposed agricultural and *agriculturally-related uses* subject to:

   i. Compliance with the provisions of Chapter 8.B.20;

   ii. The proviso that the predominant use for the water supplied will be for existing or proposed agricultural or *agriculturally-related uses*; and

   iii. Provided that notice is given by the municipality to neighbouring owners by personal service or prepaid first class mail to every owner of land whose land is within 120 metres (400 feet) of the proposed waterline extension as shown on the last revised assessment roll of the municipality.

d) The above policy regarding the extension of water to agricultural and *agriculturally-related uses* will expire at the end of 2009. In the event of such an expiry of the policy, subsequent applications will require an amendment to this Plan. Between 2004 and 2009, the number, location and size of all servicing extensions will be monitored.

   [Information Note: A temporary 6 month extension to June, 2010 was approved by Regional Council on December 17, 2009.]

e) Further, the Regional Council may only consider requests by local municipalities for municipal connections to Regional transmission watermains under Section 89 (a) of the **Municipal Act**, 2001 subject to compliance with Policy 8.B.20.

f) A policy of a local municipality regarding waterline extensions shall be deemed to be in conformity with the Regional Niagara Official Plan even if the local policy is more restrictive than Policy 5.C.5.

g) Within the area of the Niagara Escarpment Plan, such proposed extensions will be subject to conformity with the Niagara Escarpment Plan as amended from time to time, and will require a Development Permit from the Niagara Escarpment Commission.

h) Within areas designated Unique *Agricultural Areas*, waterline extensions may be extended for health reasons and to serve uses existing as of December 16, 2004 and expansions thereof adjacent to the urban area. Extensions to serve existing non-agricultural uses will require an Amendment to this Plan.

Policy 5.C.6 Rural Residential Development in Rural Areas

Policy 5.C.6.1 The *Region* will permit some non-farm residential *development* in the *Rural Area*. Such *development* is limited to 3 lots or less, with a reduced level of services and on large lots, subject to Policy 5.C.6.4. Such *development* will be subject to detailed regulations by the area municipalities through their official plans and zoning by-laws. Any such *development* will be reviewed by the *Region* through a consent application. The granting of a consent to convey by the Land Division Committee must be consistent with/conform with provincial policy, as applicable.

Policy 5.C.6.2 The long-term pattern and character of future *development* within any local municipality must be carefully considered before non-farm residential *development* in the *Rural Area* can be approved.

Policy 5.C.6.3 The cost of providing ancillary services such as storm drainage, snowplowing, road maintenance, possible road paving, garbage and refuse pickup if necessary, the operation of additional school buses, etc., should be reviewed when considering approval of any non-farm residential *development* in the *Rural Area*.

Policy 5.C.6.4 Proposals for rural residential *development* in the *Rural Area* must meet the following criteria, in addition to the other requirements of this Official Plan, the Niagara Escarpment Plan and the local official plans:

a) The proposed *development* should offer amenities such as diverse landscaping and vegetation.

b) The proposal should be designed, insofar as is possible, to retain desirable natural features and vegetation, if any, and, in addition, may make provision for the enhancement of the site.

c) The *development* should be at a scale and density suitable to the physical characteristics of the site.

d) Soil and drainage conditions are suitable and permit the proper siting of buildings, the supply of potable water and the installation and long-term operation of an adequate means of waste disposal.

e) The site should not have problems of flooding, erosion, unstable slopes, is not swampy, and does not have organic soils.

f) *Development* will not have a *significant* detrimental impact on the larger surrounding ecosystem, such as a reduction in water quality and quantity or interference with natural farm drainage.

g) Proposed *developments* must be suitably distant from, and protected from, incompatible land uses such as existing pits and quarries, possible mineral resource areas recognized in this Plan, livestock operations, existing and former solid waste sites, major transportation facilities and heavy industrial uses which may result in adverse environmental effects. The Minimum Distance Separation Formula of the Agricultural Code of Practice must be used to determine the separation distance of a proposed *development* from an existing livestock operation.

h) Proposed *developments* must have adequate access, but locations must not jeopardize the operation of the road system by improper or numerous accesses.

i) Minimum lot size shall normally be about 0.4 hectares (1 acre) and the minimum frontage 46 metres (150 feet), but this is variable depending on local conditions or on special design proposals. For residential *development* consisting of up to three lots the minimum lot size will be 1 hectare unless it is determined through a hydrogeological study that considers potential cumulative impacts that a smaller size lot will adequately accommodate private water and sewage treatment facilities for long term operation. Applications for three lots or less should be accompanied by a drainage plan and should be subject to site plan approval.

j) Maximum lot size in the case of a lot, other than an existing lot, where soils of Classes 1, 2, 3 or 4 as defined in the Canada Land Inventory of Soil Capability for Agriculture predominate shall not exceed an area of 0.4 hectares (1 acre) except to the extent of any additional area deemed necessary to support a well and private sewage disposal system as determined by the Medical Officer of Health or such other person appointed for that purpose by the Ministry of the Environment.

Policy 5.C.6.5 Notwithstanding the provisions in Chapter 5.C no new estate residential subdivisions are permitted within the *Rural Areas* shown in the Town of Fort Erie.

resources

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6. Resources

6.A Mineral Resources

The Niagara Region is fortunate in having large deposits of sand, gravel, stone and shale as illustrated on Schedules D1 through D4. These mineral resources play a significant role in the Region's economy in providing necessary raw materials for buildings, roads and other construction projects. Policies for mineral resources are intended to ensure that these natural resources are available for future use and that their management is compatible with the natural and human environment.

The **Pits and Quarries Control Act**, 1971, provides that:

a) all pit and quarry operations must obtain a Provincial license and must meet the landscaping, buffering and setback regulations of the Province; and
b) pit and quarry operations must prepare and follow plans for the future rehabilitation of their pit or quarry and must contribute funds to ensure that the rehabilitation measures are carried out.

There are now nine sand and gravel pits and eleven stone quarries within the Niagara Region operating under the provisions of the above **Pits and Quarries Control Act**. Approximately four million tonnes of aggregate have been extracted annually in recent years.

Other mineral resources found in the Region are peat and natural gas. There is a large peat-harvesting operation in the Wainfleet Marsh. A small amount of natural gas is produced from the southern portion of the Niagara Region and offshore Lake Erie. Natural gas is also stored underground in this Region to help provide for peak wintertime usage.

6.B Objectives for Mineral Resources

Objective 6.B.1 To ensure an adequate supply of mineral resources (including sand, gravel, stone and shale) for the short-term and long-term construction, chemical, and metallurgical needs within the Niagara Region.

Objective 6.B.2 To ensure the suitable location, operation and rehabilitation of mineral extraction activities in order to minimize conflicts with both the natural and human environment of the Region.

6.C Policies for Mineral Resources

Policy 6.C.1 The Region accepts that all the currently licensed pits and quarries within the Niagara Region may continue within the limits of the land areas presently licensed, and subject to continuing satisfactory operating and rehabilitation procedures. (Licensed pits and quarries are shown approximately on Schedule D4).

Policy 6.C.2 The Region will consider new pits and quarries or the expansion of existing pits and quarries within either the "possible aggregate areas" which are shown in a general way on Schedule D4, or elsewhere in the Region. In addition, within the Niagara Escarpment Plan area any proposed new pit or quarry shall conform with the Niagara Escarpment Plan policies.

Policy 6.C.3 Other uses within possible aggregate areas will be restricted, insofar as possible, to existing uses plus agricultural, open space, and forestry uses which do not involve significant new building. The intent is to limit the establishment of uses or activities whose presence would either prevent or conflict with the possible development of a pit or quarry extraction operation. In addition, within the Niagara Escarpment Plan area, land uses are restricted to uses that are permitted in the Niagara Escarpment Plan policies.

Policy 6.C.4 Only those uses permitted under Chapter 5.B, Policies for Agriculture, and Niagara Escarpment Plan policies within the Niagara Escarpment Plan area, should be considered for areas adjacent to either licensed pits and quarries or possible aggregate areas which are outside the urban areas boundaries of local municipalities as shown in this Plan.

Also, in areas adjacent to or in known deposits of mineral aggregate resources, *development* and activities which would preclude or hinder the establishment of new operations or the expansion of existing operations or access to the resources shall only be permitted if:

a) Resource use would not be feasible; or
b) The proposed land use or *development* serves a greater long-term public interest; *and*
c) Issues of public health, public safety and environmental impact are addressed.

Policy 6.C.5 Applications for licenses to open new pits or quarries and applications for changes to or expansions of existing licensed pits or quarries will be considered in relationship to the Niagara Escarpment Plan policies within the Niagara Escarpment Plan area and to the following conditions:

a) compliance with the provisions of other policies in this Plan including Policies 7.B.1.31 to 7.B.1.34 inclusive in Chapter 7 of this Plan;
b) compatibility with surrounding land uses;
c) the impact on the natural environment including surface watercourses and Groundwater;
d) the proposed manner of operation, site plan, and rehabilitation;
e) the proposed haulage roads and the possible effect on the roads concerned and on adjacent *development*.

Policy 6.C.5.1 Notwithstanding any provisions in the Chapter 6 to the contrary:

a) No new *mineral aggregate operation*s, wayside pits and quarries or any ancillary or accessory use thereto will be permitted between Lake Ontario and the Niagara Escarpment Plan Area.

b) A new *mineral aggregate operation* or wayside permit or the expansion to an existing operation may only be considered on primary and secondary selected sand and gravel resources on the Fonthill Kame, in the Town of Pelham, as identified by Aggregate Resource Inventory Paper #4 if the applicant demonstrates that:

   i. Substantially the same land area will be rehabilitated back to an agricultural condition which allows for the same range and productivity of tender fruit or grape crops common in the area; and

   ii. The micro climate on which the site and the surrounding area may be dependent for tender fruit and grape crop production will be maintained.

c) A new *mineral aggregate operation* or the expansion of an existing operation shall only be permitted in Unique Agricultural Areas not identified under clauses a) and b) above where the applicant demonstrates the following:

   i. The physical characteristics of the proposed site allow for the rehabilitation of the property back to an agricultural condition, which allows for the same range and productivity of tender fruit and grape crops common in the area, and allow for the microclimate on which the site and surrounding area may be dependent for grape and tender fruit production to be maintained; or

   ii. If the physical characteristics of the proposed site will not allow for the rehabilitation of the property back to an agricultural condition, which allows for the same range and productivity of tender fruit and grape crops common in the area, and will not allow for the micro climate on which the site and the surrounding area may be dependent for tender fruit and/or grape production to be maintained, the applicant shall consider alternative locations; *and*

   iii. Where other alternatives have been considered by the applicant and found unsuitable, and in situations where complete agricultural rehabilitation to the same level of tender fruit and grape production is not possible due to the depth of planned extraction or a substantial aggregate deposit below the water table warranting extraction, agricultural rehabilitation in the remaining licensed area will be maximized as a first priority to allow production of tender fruit and grape crops.

Policy 6.C.6 The Region desires full consultation among the Ministry of Natural Resources, the Region, the area municipalities and pit and quarry applicants before the licenses are issued or changed, to ensure that proposed new or expanded pit and quarry operations are found to be on satisfactory sites and that the rehabilitation plans are found suitable. Policies of local official plans and comments by area municipalities will be taken into account. In addition, within the Niagara Escarpment Plan area any pit and quarry application shall conform with the Niagara Escarpment Plan policies.

Policy 6.C.7 The Region encourages progressive rehabilitation of operating pits and quarries, that is, the simultaneous stripping, extraction, and rehabilitation of licensed areas. The rehabilitation of the pit or quarry should be compatible with the surrounding land uses.

Policy 6.C.8 In the case of adjacent pit or quarry operations, the Region will, wherever practical, encourage the removal of all economically viable material between the pits, and encourage continuous and harmonious rehabilitation.

Policy 6.C.9 Where two extractive operations are separated by a Regional road, the feasibility of allowing the producers to temporarily re-route and then replace the road at a lower elevation will be considered to enable operators to remove viable material between the operations.

Policy 6.C10 Wayside pits and quarries which are to be operated by a public authority or under agreement by an agent of a public authority for public road purposes may be permitted temporarily in all parts of the Region except in environmentally sensitive areas as shown in this Plan. In addition, within the Niagara Escarpment Plan area any wayside pit and quarry application shall conform with the Niagara Escarpment Plan policies. Such public authority should inform the area municipality and the Region of its intentions and respond to any comments made before the opening of a wayside pit or quarry.

Policy 6.C.11 All pits and quarries and wayside pits and quarries are subject to the **Pits and Quarries Control Act**, 1971, and Regulations as amended.

Policy 6.C.12 The Region will request area municipalities to establish land-use designations and by-laws for pits and quarries to conform with the policies and Schedules in this Plan.

Policy 6.C.13 Where a new pit or quarry or an extension to an existing licensed pit or quarry are to be located outside a possible aggregate area, an amendment to this Plan is required.

6.D Peat Extraction

Policy 6.D.1 The Region requests the Province to enact enabling legislation to include peat extraction as mineral extraction under the **Pits and Quarries Control Act**.

natural
environment

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7. Natural Environment

A healthy natural environment is important to us all. It is our natural life-support system, providing the water we drink, the air we breathe and the land we grow our food on. A healthy natural environment is central to our quality of life and economic well-being. It is part of Niagara's appeal to both residents and tourists.

Environmental conservation is a cooperative effort involving landowners and residents, community organizations and all levels of government as outlined in Figure 7-1. In particular, at the municipal level it requires a partnership between the Region and the local municipalities. Implementation will occur through Regional and local initiatives, Planning and Development review, and private and public land stewardship. The policies in this Chapter of the Plan provide the framework for this cooperative effort. They set out the overall context within which an important part of the detailed implementation will occur at the local municipal level.

The **Planning Act**, the Provincial Policy Statement and the Greenbelt Plan, in conjunction with other Provincial policy, legislation and regulations, set out the Provincial framework for environmental planning and conservation. This Chapter of the Plan addresses this Provincial framework in developing a planning approach tailored to specific conditions in Niagara. Thus the environmental conservation provisions of the Greenbelt Plan are integrated into the policies set out below.

Policy Framework

The policy framework is based on maintaining a Healthy Landscape throughout Niagara, while giving particular attention to natural features of special significance within the broader landscape. This Core Natural Heritage System is an essential component of a Healthy Landscape. Implementation measures also are included.

The Healthy Landscape policies apply an *ecosystem* approach based upon the following principles:

a) *Ecosystem* Health and Sustainability – to ensure healthy, resilient and self –sustaining *ecosystem*s over the long term while also meeting human needs.

b) An Ounce of Prevention – to emphasize better up-front planning to avoid problems.

c) Environmental Protection Plus Enhancement – to protect the existing environment while supporting environmental restoration.

d) Stewardship Plus Regulation – to combine support for the stewardship activities of landowners, community groups and public agencies with regulations to maintain *ecosystem* health.

e) Thinking Globally, But Acting Locally – to address the cumulative effects of individual actions.

FIGURE 7-1

A Healthy Landscape
A Shared Responsibility

Ensuring a healthy landscape as our community develops involves individual residents, businesses, community groups and all levels of government. Each has specific roles to play.

- Landowners, Businesses, Local Residents and Community Groups
  - Exercise environmental stewardship (e.g., conserving water and energy; reducing and recycling waste; tree planting and naturalization; good forestry management and protection of natural areas; creation of stream *buffer*s; sediment and erosion control).

- Local Municipalities
  - Develop and adopt Local Official Plans and Secondary Plans containing more detailed environmental policies in conformity with Provincial and Regional policies and Plans.
  - Review and approve Zoning By-law Amendments and *development* applications (subdivision plans, site plans, severances and variances) with input from the Region and the *Conservation Authority*.

- The Niagara Peninsula *Conservation Authority*
  - Undertakes land management and stewardship programs
  - Establishes regulations and policies to manage hazards and water resources.
  - Comments to the Region and local municipalities on planning and *development* applications based on Authority policies and regulations plus delegated Federal and Provincial responsibilities, such as natural hazards and *fish habitat* protection.
  - Assists the Region in carrying out certain Provincial review responsibilities such as stormwater management.

- The Region
  - Through the Policy Plan establishes the framework for planning and *development* review in Niagara consistent with Provincial policies and Plans.
  - Implements Provincial policies through its delegated responsibilities for planning and *development* review.
  - Reviews and approves Regional and local Official Plan Amendments.
  - Reviews and comments on planning and *development* applications.

- Federal and Provincial governments
  - Give direction through legislation, regulations, policies and guidelines.
  - Establish Plans to guide *development* (e.g., the Greenbelt Plan and the Niagara Escarpment Plan).
  - Administer specific approvals such as Permits to Take Water.
  - Provide technical assistance to municipalities.

All levels of government work together, with input from the private sector and individual landowners, to develop and implement broad, community-based conservation strategies.

A Guide to the Policies

The Environmental Policies employ a broad Healthy Landscape approach to environmental conservation and restoration:

- Chapter 7.A explains the Healthy Landscape approach. It sets out Objectives and Policies that apply throughout the Region. This Chapter contains broad healthy landscape policies as well as policies dealing specifically with water resources, air quality and climate change, natural communities, land resources, shorelines, and natural hazards.

- Chapter 7.B generally identifies a Core Natural Heritage System consisting of natural areas of special significance. The Healthy Landscape policies apply to these areas and they also are subject to Natural Heritage System Policies concerned with their conservation and protection.

- Chapter 7.C sets out measures to implement the preceding policies.

The Natural System identified in the Provincial Greenbelt Plan is an important component of the broader Healthy Landscape in Niagara. The Greenbelt Natural System is made up of areas of natural heritage, hydrologic and landform features which are often functionally inter-related. It is addressed as part of the Core Natural Heritage System in Chapter 7.B as well as through the broader Healthy Landscape and Implementation Policies. Policies applying specifically to the *Greenbelt Area* do not apply within the Niagara Escarpment Plan Area.

7.A A Healthy Landscape

The Healthy Landscape concept is concerned with *ecosystem* health and environmental sustainability throughout Niagara. It recognizes that environmental conditions in any particular location affect, and are affected by, environmental conditions in the surrounding landscape. Stormwater management on a site will affect, and be affected by, conditions in the surrounding area, whether the site is a residential subdivision or a farm, a golf course or a wetland. The Healthy Landscape approach recognizes that broader landscape level patterns and processes, such as the amount of forest cover in a *watershed*, are important to *ecosystem* health. It recognizes that when the health of any one component, such as air quality, is impaired it will affect the healthy functioning of the *ecosystem* as a whole.

The Healthy Landscape policies first set out an integrated, *ecosystem*-based approach to development and conservation that addresses the interrelationships among air, land, water and plant and animal life and human activities. The planning component of this approach is outlined in more detail in Chapter 7.C.2. The Healthy Landscape policies then address specific environmental concerns in more detail: water resources; air quality and climate change; the living landscape; land resources; shorelines; and natural hazards. The Healthy Landscape policies apply throughout the Region.

Objectives for a Healthy Landscape

Objective 7.1 To maintain a healthy natural environment for present and future generations.

Objective 7.2 To conserve Niagara's distinctive natural character.

Objective 7.3 To apply an *ecosystem*-based approach to planning and decision-making.

Objective 7.4 To foster and promote cooperation among public agencies, private landowners and community groups.

Objective 7.5 To support and encourage environmental stewardship and restoration.

Policies for a Healthy Landscape

Policy 7.A.1 In making decisions concerning planning, *development* and conservation the Region shall employ an *ecosystem* approach addressing:

a) The interrelationships among air, land, water, plant and animal life, and human activities;
b) The health and integrity of the broader landscape, including impacts on the natural environment in neighbouring jurisdictions; and
c) The long term and cumulative impacts on the *ecosystem*.

Policy 7.A.2 *Development* should maintain, enhance or restore *ecosystem* health and integrity. First priority is to be given to avoiding negative environmental impacts. If negative impacts cannot be avoided then mitigation measures shall be required.

Policy 7.A.3 New *development*, including infrastructure, should be designed to maintain or enhance the natural features and functions of a site.

Policy 7.A.4 Where more than one Policy in Chapter 7 applies to a planning application all of the applicable Policies are to be addressed, with the more restrictive Policy applying where there are conflicts.

Policy 7.A.5 The Region, in partnership with other appropriate stakeholders, shall develop an environmental data base and monitoring program to assess *ecosystem* health and integrity and recommend improvements, where necessary, to this Plan.

7.A.1 Natural Vegetation and Wildlife

The Core Natural Heritage System identified in Chapter 7.B of this Plan contains the most significant natural areas in Niagara and the linkages among them. Natural vegetation and wildlife outside this System also contribute to *ecosystem* health and integrity, and to the quality of life in Niagara. Regional Council supports and encourages conservation and restoration of natural vegetation and wildlife throughout Niagara's urban, rural and *agricultural area*s.

Objectives

Objective 7.A.1.A To conserve the natural beauty and distinctive character of Niagara's landscape.

Objective 7.A.1.B To maintain, enhance and restore natural vegetation and wildlife.

Objective 7.A.1.C To make green space and exposure to nature part of the day-to-day living environment.

Policies

Policy 7.A.1.1 The Region shall support efforts to achieve the following targets through the *development* and implementation of *watershed* and environmental planning studies and through voluntary landowner stewardship and restoration:

a) 30% of the land area in the Region in forest cover or *wetland*, with at least 10% of each *subwatershed* in *wetland*; and
b) A 30 metre wide naturally vegetated *buffer* along 70% of the length of the *first* to *third order* streams in Niagara. *Agricultural uses* may continue within this *buffer* and are encouraged to employ best management practices to protect water resources and natural heritage.

Policy 7.A.1.2 The Region shall support the efforts of landowners to maintain and improve *ecosystem* health by:

a) Promoting *good forestry practices* and development of Woodland Management Plans;
b) Encouraging and supporting natural heritage conservation and restoration, including the planting of native vegetation; and
c) Maintaining and implementing a Regional Forest Conservation By-law regulating harvesting, destruction or injuring of trees in *woodland*s. If a local municipality has entered into an agreement pursuant to the **Municipal Act** to adopt a by-law establishing more rigorous standards respecting cutting and destruction of trees the Region may, upon request, delegate its authority to that municipality.

Policy 7.A.1.3 Local municipalities shall be encouraged to:

a) Adopt by-laws protecting trees and *woodlands* not covered by the Regional Forest Conservation By-law or delegate their authority to the Region;
b) Require preparation and implementation of Tree Saving Plans for new *development*, if needed; and
c) Integrate natural features and natural vegetation, including the planting of native species, into *development*.

7.A.2 Water Resources

Objectives

Objective 7.A.2.A To protect, improve or restore the quantity and quality of ground and surface water resources.

Objective 7.A.2.B To maintain or restore natural stream form and flow characteristics in the region's watercourses.

Policies

Policy 7.A.2.1 *Development* and *site alteration* shall only be permitted if it will not have negative impacts, including cross-jurisdictional and cross-*watershed* impacts, on:

a) The quantity and quality of surface and *ground water*;
b) The functions of *ground water recharge* and discharge areas, aquifers and headwaters;
c) The natural hydrologic characteristics of watercourses such as *base flow*;
d) Surface or *ground water* resources adversely impacting on natural features or *ecological functions* of the Core Natural Heritage System or its components;
e) Natural drainage systems, stream forms and shorelines; and
f) Flooding or erosion.

Policy 7.A.2.2 *Development* and *site alteration* shall be restricted in the vicinity of *vulnerable surface* and *ground water features* of importance to municipal water supplies so that the safety and quality of municipal drinking water will be protected or improved.

Policy 7.A.2.3 As *watershed* and *ground water* studies identify surface and *ground water features*, hydrologic functions and natural heritage features and areas necessary for the ecological and hydrologic integrity of Niagara's *watersheds*, the Region shall consider appropriate amendments to this Plan.

Policy 7.A.2.4 Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality.

Policy 7.A.2.5 Combined sewer overflows and sewage treatment plant bypasses have significant environmental impacts. The elimination of sewer overflows and bypasses shall be a Regional priority.

Policy 7.A.2.6 A stormwater management plan and a sediment and erosion control plan prepared and signed by a qualified engineer may be required with a *development* application depending on:

a) The scale and nature of the proposal; and
b) Site-specific environmental conditions.

A stormwater management plan shall be required with an application for *development* or *site alteration* in the Unique *Agricultural Area*s.

Stormwater management plans shall be prepared in accordance with Policy 7.A.2.1, with the Ontario Ministry of the Environment Stormwater Management Planning and Design Manual 2003 or its successor, and with *watershed* and/or environmental planning studies for the area.

A stormwater management plan and a sediment and erosion control plan shall not be required for a new mineral aggregate operation or an expansion to an existing operation where these matters are adequately addressed through studies prepared to meet the requirements of the **Aggregate Resources Act**.

Policy 7.A.2.7 A stormwater management plan submitted with an application for *development* shall demonstrate that the proposal will minimize vegetation removal, grading and soil compaction, erosion and sedimentation, and impervious services as well as meeting the requirements of Policy 7.A.2.6. *Stormwater management facilities* shall not be constructed in Core Natural Heritage Areas, *Fish Habitat*, key hydrologic features, or in required *vegetation protection zone*s in the Unique *Agricultural Area*s unless permitted under Chapter 7.B of this Plan.

Policy 7.A.2.8 Prior to any planning approvals, new *development* applications requiring a Provincial Permit to Take Water shall satisfy the Region that the water taking will not have negative impacts on natural *ecosystem*s or the quality and quantity of water to meet existing and planned uses.

Policy 7.A.2.9 *Development* and *site alteration* shall not have significant adverse impacts on *ground water* quality or quantity. In areas where *development* and *site alteration* could significantly affect *ground water* quality or quantity the Region shall require further review of potential impacts.

Policy 7.A.2.10 The Region shall oppose the transfer of water outside the Great Lakes Basin.

Policy 7.A.2.11 The Region recognizes the importance of municipal drains for drainage of agricultural lands and, in some areas, for conveying irrigation water. The Region supports design, construction and maintenance of Requisition and Petition Drains authorized under the **Drainage Act** in accordance with Best Management Practices to avoid significant detrimental effects on farmland, water resources,

natural areas and fish and *wildlife habitat* and encourages local municipalities to include policies in their official plans to achieve this.

7.A.3 Air Quality and Climate Change

Air pollution is a significant health concern and affects agriculture, natural vegetation and wildlife. Climate change poses significant economic, environmental and health risks. Many of the activities responsible for greenhouse gas emissions also cause other forms of air pollution. Policies elsewhere in this Plan make a significant contribution to reducing emissions by:

a) Promoting energy efficiency and alternatives to fossil fuel based energy in Regional facilities and operations;
b) Emphasizing compact, mixed use *development* to reduce the need for travel;
c) Supporting transit, walking and cycling;
d) Encouraging waste reduction and diversion, use of landfill gas and water conservation; and
e) Promoting green space, tree planting and natural heritage conservation.

Objectives

Objective 7.A.3.A To reduce air pollutant and greenhouse gas emissions.

Objective 7.A.3.B To promote measures that remove and store atmospheric carbon that otherwise would contribute to climate change.

Objective 7.A.3.C To adapt to the effects of climate change.

Policies

Policy 7.A.3.1 The Region shall develop and implement a plan to reduce greenhouse gas emissions from Regional operations by at least 20% below 1994 levels and emissions from the community as a whole by at least 6% below 1994 levels by 2014.

Policy 7.A.3.2 The Region shall encourage and support energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies and regulations.

Policy 7.A.3.3 The Region shall encourage the Federal and Provincial governments and local municipalities to pursue reductions in air pollutant and greenhouse gas emissions and to develop and implement strategies to adapt to the impacts of climate change.

Policy 7.A.3.4 Recognizing that some climate change may be unavoidable, the Region shall develop and implement plans to adapt to potential impacts.

7.A.4 Landforms, Geology and Soils

Objectives

Objective 7.A.4.A To protect significant landforms and geological features and conserve Niagara's soils.

Objective 7.A.4.B To prevent *site alteration*s that will have negative environmental impacts or pose hazards to life or property.

Policies

Policy 7.A.4.1 *Development* and *site alteration* may be permitted within an *Earth Science Area of Natural and Scientific Interest (ANSI)* shown on Schedule C if it has been demonstrated that there will be no *significant negative impacts* on the earth science features for which the area was identified or on *ecological function*s related to the ANSI.

Policy 7.A.4.2 Where an amendment to Regional or local planning documents or a major *development* is proposed within an Earth Science ANSI adequate information shall be submitted with the application respecting:

a) Site topography, significant geological features and stratigraphic exposures; and
b) Planning and design measures recommended to avoid negative impacts on the feature and its *ecological function*s or, if not possible, to mitigate them.

Policy 7.A.4.3 Linear public utilities and infrastructure may be permitted within an Earth Science ANSI if there is no reasonable alternative location and they are designed to avoid or minimize negative impacts.

Policy 7.A.4.4 Where *development* is planned, *site alteration* should not occur without prior planning approval. Regional Council supports *Site Alteration* By-laws and their adoption by local municipalities to regulate:

a) Placing or dumping of fill;
b) Alterations to the grade of land prior to approval; and
c) Removal of topsoil.

7.A.5 Shorelines

Objectives

Objective 7.A.5.A To maintain and, where possible, improve public access to open space along Niagara's shorelines.

Objective 7.A.5.B To maintain Niagara's shorelines in as natural a condition as possible and promote environmental protection, restoration and enhancement.

Policies

Policy 7.A.5.1 Public access to Niagara's shorelines as shown on Schedule C shall be maintained or enhanced. Road closings that would reduce public access shall not be permitted unless a suitable new access is provided nearby.

Policy 7.A.5.2 The Region shall support public acquisition of property along Niagara's shorelines for environmental and recreational purposes.

Policy 7.A.5.3 Landowners shall be encouraged to maintain Niagara's shorelines in a natural state by:

a) Maintaining or establishing a naturally vegetated *buffer* strip along the shoreline; and
b) Using non-structural shoreline protection such as bio-engineering with native vegetation.

Policy 7.A.5.4 Where major *development* is proposed along Niagara's shorelines:

a) Public access to the shoreline shall be provided;
b) Efforts shall be made to maintain a view of the shoreline from beyond the *development*;
c) Where feasible the shoreline should be maintained in, or restored to, a naturally vegetated state; and
d) Suitable shoreline lands should be dedicated, where possible, to an appropriate public agency where such lands would provide public benefits or are identified as part of a planned public trail system. Normally these lands shall be located above the stable top of bank.

Policy 7.A.5.5 *Development* and *site alteration* shall not be permitted in the dune areas along the Lake Erie shoreline unless they are in compliance with other policies in this Plan and it has been demonstrated that they will not have a significant negative impact on the natural features and *ecological functions* of the dunes or on adjacent properties. An Environmental Impact Study in accordance with Policies 7.B.2.2 to 7.B.2.5 shall be required with planning applications in dune areas.

7.A.6 Natural Hazards

Natural hazards pose risks to life and property. *Development* and *site alteration* shall be directed away from *hazardous lands* and *hazardous sites* where there is an unacceptable risk to public health or safety or to property. *Hazardous lands* are lands that could be unsafe due to naturally occurring processes such as flooding, erosion, slope failure and beach movement. *Hazardous sites* are those that could be unsafe due to naturally occurring physical conditions such as unstable soil or bedrock.

Objectives

Objectives 7.A.6.A To minimize the risk of personal injury, loss of life or property damage, public costs and social and economic disruption from natural hazards.

Objective 7.A.6.B To ensure that *development* and *site alteration* do not create new hazards, aggravate existing ones, or have negative environmental impacts.

Policies for Natural Hazards

Policy 7.A.6.1 *Hazardous lands* and sites shall be as identified and mapped by the Niagara Peninsula *Conservation Authority*. Where an application for *development* or *site alteration* is made and such mapping is not available the location and extent of *hazardous lands* or sites shall be as determined by the *Conservation Authority* after considering an appropriate study prepared and signed by a qualified engineer and submitted with the application.

Policy 7.A.6.2 Local Official Plans and Zoning By-laws shall include maps showing the location and extent of *hazardous lands* and sites as determined by the *Conservation Authority*.

Policy 7.A.6.3 Along the shorelines of Lake Erie and Lake Ontario:

a) *Development* and *site alteration* shall not be permitted within the dynamic beach hazard limit; and
b) *Development* and *site alteration* may be permitted within the erosion hazard limit and the flooding hazard limit subject to the approval of the *Conservation Authority* conditional on part (a).

Policy 7.A.6.4 *Development* and *site alteration* may be permitted within *floodplains* if it has been demonstrated to the satisfaction of the *Conservation Authority* that it is in accordance with the *Conservation Authority*'s "Fill, Construction and Alteration to Waterways Regulation" (as amended) or its successor, and subject to the *Conservation Authority*'s approval.

Policy7.A.6.5 Along *valleylands* where the valley bank height is equal to or greater than 3 metres the following provisions apply:

a) A minimum setback of 7.5 metres from the stable top of the valley slope, as identified by the *Conservation Authority*, shall be required for all new structures, including swimming pools and subsurface sewage disposal systems, and for *site alterations*.
b) Where the *Conservation Authority* finds evidence of slope instability or where the angle of the valley slope exceeds 3:1 (Horizontal Distance: Vertical Distance) a geotechnical report prepared by a qualified engineer shall be submitted with an application for new *development* or *site alteration*. A setback greater than 7.5 metres may be required where the *Conservation Authority* has determined, after considering the geotechnical report, that an increased setback is needed to address site specific conditions.
c) Within Urban Boundaries the Region supports the maximum use of land for *development* while avoiding hazardous conditions. A reduced setback may be considered where an existing lot provides insufficient depth to accommodate the required setback provided that a geotechnical report submitted by the applicant and approved by the *Conservation Authority* finds that the reduced setback, with mitigative measures, will maintain long term bank stability with no adverse environmental impacts, will not create new hazards or increase existing ones, and that no *development* or *site alteration* will be permitted below the top of the valley bank.
d) Where possible existing vegetation should be maintained within the setbacks required under this policy. Vegetation below the top of the valley slope shall not be disturbed.
e) New lots created through plan of subdivision, plan of condominium or consent shall not extend below the top of the valley slope as determined by the *Conservation Authority*. Lands below the top of the valley slope in plans of subdivision and plans of condominium shall be maintained as one block. The Region shall encourage dedication of these lands for conservation purposes either to the appropriate local municipality or to another public agency where there is a willing recipient.

Policy 7.A.6.6 On *hazardous sites development* and *site alteration* will not be permitted unless a geotechnical study, prepared and signed by a qualified engineer, has demonstrated to the satisfaction of the *Conservation Authority* that the requirements of Policy 7.A.6.8 will be met.

Policy 7.A.6.7 On *hazardous lands* and *hazardous sites* the following uses shall not be permitted:

a) institutional uses associated with hospitals, nursing homes, pre-school, school nurseries, day care or schools;
b) essential emergency services such as that provided by fire, police and ambulance stations and electrical substations; and
c) uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

Policy 7.A.6.8

Where under this Plan *development* and *site alteration* may be permitted on portions of *hazardous lands* or sites the *Conservation Authority* must be satisfied that the effects and risk to public safety are minor and can be managed or mitigated so that:

a) *Development* and *site alteration* will be in accordance with provincial *floodproofing standard*s, *protection works standard*s and access standards;
b) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
c) New on-site or off-site hazards will not be created or existing ones aggravated; and
d) No adverse environmental impacts will result.

7.B The Core Natural Heritage System

The Core Natural Heritage System contains environmental features and functions of special importance to the character of the Niagara community and to its ecological health and integrity. The Core Natural Areas within the System are significant in the context of the surrounding landscape because of their size, location, outstanding quality or *ecological function*s. They contribute to the health of the broader landscape, protecting water resources, providing *wildlife habitat*, reducing air pollution and combating climate change. Some contain features of provincial or even national significance, such as threatened or *endangered species*.

Within a settled community such as Niagara, natural areas can become isolated islands of green in a landscape dominated by human activity. Natural areas are healthier and function better if they are connected by naturally vegetated corridors. Corridors support the movement of wildlife and dispersal of plant material, playing a vital role in maintaining *ecosystem* health and integrity.

Landowner stewardship plays a key role in Natural Heritage conservation. Land use regulations also are needed, however, to protect Natural Heritage while at the same time providing for growth and *development*.

The Provincial Greenbelt Plan includes provisions to protect, maintain and enhance the Natural Heritage and Water Resource Systems within the *Greenbelt Area* shown on Schedule C. In this Chapter of the Official Plan the Greenbelt Natural Heritage and Water Resources Systems are treated as components of the broader Regional Core Natural Heritage System. The Provincial Greenbelt Natural Heritage System is shown on the Core Natural Heritage Map included in this Plan. The key natural heritage features within the Greenbelt Natural Heritage System are identified as Environmental Protection Areas or *Fish Habitat* on the Schedule. Key hydrologic features have not been shown on Schedule C but would include those features identified as *Fish Habitat*.

Objectives

Objective 7.B.1 To maintain, restore and, where possible, enhance the long term ecological health, integrity and biodiversity of the Core Natural Heritage System and its contributions to a Healthy Landscape.

Objective 7.B.2 To recognize the linkages among natural heritage features and ground and surface water resources.

Policies

Policy 7.B.1.1 The Core Natural Heritage System consists of:

a) Core Natural Areas, classified as either Environmental Protection Areas or Environmental Conservation Areas;
b) Potential *Natural Heritage Corridors* connecting the Core Natural Areas;
c) the Greenbelt Natural Heritage and Water Resources Systems; and
d) *Fish Habitat*.

The System generally is shown on Schedule C, which provides an overall indication of provincially and regionally significant natural features and provides the framework for natural heritage planning and *development* review in Niagara. The Niagara Region Planning and Development Services Department should be contacted for more detailed information. Natural heritage features may be further

defined through future studies. Additional Natural Heritage features of local significance may be identified by local municipalities in their planning documents.

Policy 7.B.1.2 *Development* and *site alteration* within the Core Natural Heritage System, where potentially permitted by policies elsewhere in this Plan, shall be subject to the Healthy Landscape Policies in Chapter 7.A as well as the Core Natural Heritage System Policies.

Policy 7.B.1.3 Environmental Protection Areas include provincially significant *wetlands*; provincially significant Life Science Areas of Natural and Scientific Interest (ANSIs); and significant habitat of endangered and *threatened species*. In addition, within the Greenbelt Natural Heritage System, Environmental Protection Areas also include *wetlands*; significant *valleylands*; significant *woodlands*; significant *wildlife habitat*; habitat of *species of concern*; publicly owned conservation lands; savannahs and tallgrass prairies; and alvars.

Mapping of the significant *habitat of endangered and threatened species* is not included in the Core Natural Heritage Map although much of this habitat may be found within the Environmental Protection and Environmental Conservation areas shown on the Map. Significant *habitat of endangered and threatened species* will be identified through the Planning and Development review process. Where such habitat is identified *development* and *site alteration* shall be subject to the policies for Environmental Protection Areas.

Policy 7.B.1.4 Environmental Conservation Areas include significant *woodlands*; significant *wildlife habitat*; significant habitat of *species of concern*; regionally significant Life Science ANSIs; other evaluated *wetlands*; significant *valleylands*; savannahs and tallgrass prairies; and alvars; and publicly owned conservation lands.

Policy 7.B.1.5 To be identified as significant a *woodland* must meet one or more of the following criteria:

a) Contain threatened or *endangered species* or *species of concern*;
b) In size, be equal to or greater than:
   i. 2hectares, if located within or overlapping Urban Area Boundaries;
   ii. 4 hectares, if located outside Urban Areas and north of the Niagara Escarpment;
   iii. 10 hectares, if located outside Urban Areas and south of the Escarpment;
c) Contain interior *woodland* habitat at least 100 metres in from the *woodland* boundaries;
d) Contain *older growth forest* and be 2 hectares or greater in area;
e) Overlap or contain one or more of the other significant natural heritage features listed in Policies 7.B.1.3 or 7.B.1.4; or
f) Abut or be crossed by a watercourse or water body and be 2 or more hectares in area.

Policy 7.B.1.6

Key hydrologic features include permanent and intermittent streams, lakes and their littoral zones, seepage areas, springs and *wetlands*. When key hydrologic features are identified through *watershed* or other studies the Region will consider an amendment to this Plan to show those features on a Schedule. In the interim, within the *Greenbelt Area*, if potentially permitted *development* is proposed in an area within the Unique *Agricultural Area*s where key hydrologic features have not been identified, the applicant may be required to identify the hydrologic features on the site of the proposed *development* as well as within 120 meters of the site boundary.

Policy 7.B.1.7

The boundaries of Core Natural Areas, Potential *Natural Heritage Corridors* and *Fish Habitat* are shown on Schedule C. They may be defined more precisely through *Watershed* or Environmental Planning Studies, Environmental Impact Studies, or other studies prepared to the satisfaction of the Region and may be mapped in more detail in local official plans and zoning by-laws. Significant modifications, such as a change in the classification of a Core Natural Area, or a significant change in the spatial extent or boundaries of a feature, require an amendment to this Plan unless otherwise provided for in this Plan. Only minor boundary adjustments to Environmental Protection Areas will be permitted without Amendment to this Plan.

In considering both refinements and significant modifications to the mapping or classification of features shown on Schedule C the Region shall consult with:

a) the Ministry of Natural Resources respecting changes to Environmental Protection Areas other than in the Greenbelt Natural Heritage System, where consultation shall only be required respecting those Environmental Protection Areas identified as Provincially Significant *Wetlands* or Provincially Significant Life Science Areas of Natural and Scientific Interest; or
b) the Ministry of Natural Resources and the Department of Fisheries and Oceans or its designate respecting changes to *Fish Habitat*.

Within the *Greenbelt Area* mapping of Core Natural Heritage System components may only be refined at the time that a local official plan initially is brought into conformity with the Provincial Greenbelt Plan.

Policy 7.B.1.8

Where, through the review of a planning application, it is found that there are important environmental features or functions that have not been adequately evaluated, the applicant shall have an evaluation prepared by a qualified biologist in consultation with the Region, the local municipality and, where appropriate, the Ministry of Natural Resources and the Niagara Peninsula *Conservation Authority*. If the evaluation finds one or more natural heritage features meeting the criteria for identification as Core Natural Heritage System components the appropriate Core Natural Heritage System policies shall apply.

Policy 7.B.1.9 If a feature meeting the criteria for identification as a Core Natural Heritage System component is identified through an evaluation under Policy 7.B.1.8 or through other studies, it shall be considered for inclusion in the Core Natural Heritage System through an amendment to this Plan. Where such a feature is identified on lands involved in an ongoing planning application the appropriate Core Natural Heritage System policies shall apply.

Policy 7.B.1.10 Notwithstanding Policies 7.B.1.15 and 7.B.1.20 and the Policies in Chapter 7.A.2, within Environmental Protection Areas, within *Fish Habitat* in the Greenbelt Natural Heritage System, within key hydrologic features within the Unique *Agricultural Area*s, and within any associated *vegetation protection zone*s in the *Greenbelt Area*, *development* and *site alteration* shall not be permitted except for the following:

a) forest, fish and wildlife management;
b) conservation and flood or erosion control projects where it has been demonstrated that they are necessary in the public interest and other alternatives are not available; and
c) small scale, passive recreational uses and accessory uses such as trails, boardwalks, footbridges, fences, docks and picnic facilities that will have no significant negative impact on natural features or *ecological function*s of the Core Natural Heritage System.

Where such uses are proposed, the proponent shall be required to prepare an Environmental Impact Study (EIS) to the satisfaction of the Region in accordance with Policies 7.B.2.1 to 7.B.2.5.

Policy 7.B.1.11 *Development* and *site alteration* may be permitted without an amendment to this Plan:

a) In Environmental Conservation Areas; and
b) On adjacent lands to Environmental Protection and Environmental Conservation Areas as set out in Table 7-1 except for those lands within *vegetation protection zone*s associated with Environmental Protection Areas in the Greenbelt Natural Heritage System.

If it has been demonstrated that, over the long term, there will be no significant negative impact on the Core Natural Heritage System component or adjacent lands and the proposed *development* or *site alteration* is not prohibited by other Policies in this Plan. The proponent shall be required to prepare an Environmental Impact Study (EIS) in accordance with Policies 7.B.2.1 to 7.B.2.5.

Where it is demonstrated that all, or a portion of, an Environmental Conservation Area does not meet the criteria for designation under this Plan and thus the site of a proposed *development* or *site alteration* no longer is located within the Environmental Conservation Area or adjacent land then the restrictions on *development* and *site alteration* set out in this Policy do not apply.

Table 7 1. Guidelines for Environmental Impact Study Requirements

Table 7-1 and the Greenbelt Plan:

The Greenbelt Plan provides for some exemptions with respect to *development* and *site alteration* within the Protected Countryside. Reference the Greenbelt Plan for applicable policies in relation to infrastructure, shorelines, existing uses, renewable and non-renewable resources.

NATURAL HERITAGE FEATURE	Is an EIS required?	
	Development or site alteration involves lands within the natural heritage feature	*Development or site alteration involves adjacent lands*
Areas identified as Environmental Protection Area (EPA)		
Provincially Significant Wetland (PSW)	Development not permitted – no EIS	EIS required for development within 120 metres
Provincially Significant Life Science Area of Natural and Scientific Interest (ANSI)	Development not permitted – no EIS	EIS required within 50 metres
Significant Habitat of endangered and threatened species	Where habitat requirements are well defined, development not permitted – no EIS. Where habitat requirements not well defined an EIS is required	EIS required for development within 50 metres. Habitat must be defined in consultation with the MNR
Key natural heritage features within the Greenbelt Natural Heritage System*	Development not permitted – no EIS	EIS required for development within 120 metres
Areas identified as Environmental Conservation Area (ECA)		
Significant Woodlands	EIS required Tree Saving Plan required	EIS required for development within 50 metres
Significant Wildlife Habitat	EIS required	EIS required for development within 50 metres
Significant Habitat of Species of Concern	EIS required	EIS required for development within 50 metres
Critical Fish Habitat (type 1)	EIS required	EIS required for development within 30 metres

		Other Fish Habitat (type 2 and 3)	EIS required	EIS required for development within 15 metres
		Significant Valleylands	EIS required	EIS required for development within 50 metres
		Other Evaluated Wetland	EIS required	EIS required for development within 50 metres
		Other Features in the Greenbelt Plan		
		Key Hydrologic Feature*	Development not permitted – no EIS	EIS required for development within 120 metres

Policy 7.B.1.12 Notwithstanding Table 7-1, EIS requirements may be waived in accordance with Policy 7.B.2.2 and the waiving requirements outlined in the EIS guidelines.

Policy 7.B.1.13 Where *development* or *site alteration* is proposed in or near a Potential *Natural Heritage Corridor* the Corridor shall be considered in the *development* review process. *Development* should be located, designed and constructed to maintain and, where possible, enhance the *ecological functions* of the Corridor in linking Core Natural Areas or an alternative corridor should be developed. The Potential *Natural Heritage Corridors* are illustrated conceptually on Schedule C. The Region shall undertake a study to further define Corridors within the Core Natural Heritage System.

Policy 7.B.1.14 Notwithstanding other policies in this Plan essential public uses of a linear nature including utilities, communication facilities and transportation routes such as the Niagara – GTA Corridor (the Mid-Peninsula Transportation Corridor) may be permitted within the Core Natural Heritage System or adjacent lands where an Environmental Assessment for the proposed use has been approved under Provincial or Federal legislation.

Policy 7.B.1.15 Within *Fish Habitat* as identified on Schedule C, or adjacent lands as specified in Table 7-1, *development* and *site alteration* may be permitted if it will result in no net loss of the productive capacity of *fish habitat* as determined by the Department of Fisheries and Oceans or its designate. The proponent shall be required to prepare an Environmental Impact Study (EIS) to the satisfaction of the Department of Fisheries and Oceans, or its designate, in accordance with Policies 7.B.2.1 to 7.B.2.5.

First priority will be given to avoiding harmful alteration or destruction of *fish habitat* by redesigning or relocating the proposal or mitigating its impacts. A naturally vegetated *buffer* zone, a minimum 30 metres in width as measured from the stable top of bank, generally shall be required adjacent to Critical *Fish Habitat* as defined by Ministry of Natural Resources. A minimum 15 metre *buffer* from the stable top of bank shall be required adjacent to Important or Marginal *Fish Habitat* as defined by that Ministry. A narrower *buffer* may be considered where the EIS has

demonstrated that it will not harm fish or *fish habitat*, but in no case shall the *buffer* adjacent to Critical *Fish Habitat* be less than 15 metres.

Agricultural cultivation does not require planning approval and is not subject to these requirements.

Policy 7.B.1.16 The Region recognizes that the primary function of the Municipal Drains shown on Schedule C is to provide drainage for agricultural lands. These drains also may be used to convey irrigation water for agricultural use. The Region supports ongoing drain maintenance in accordance with the Federal Department of Fisheries and Oceans' Class Authorization System for Agricultural Municipal Drains. Where *development*, *site alteration* or building is proposed adjacent to a Municipal Drain a *buffer* zone a minimum 15 metres in width measured from the stable top of bank shall be required to provide access for drain maintenance, protect the integrity of the drains and protect environmental health. A narrower *buffer* may be permitted where it has been demonstrated to the satisfaction of the local municipality and the Niagara Peninsula *Conservation Authority* that there will not be a *significant* negative impact on the maintenance and functioning of the drain.

Policy 7.B.1.17 The Region shall encourage the Provincial and Federal governments to develop and implement programs to address crop damage from wildlife.

Policy 7.B.1.18 Where *development* or *site alteration* is approved in or adjacent to the Core Natural Heritage System new lots thus created shall not extend into either the area to be retained in a natural state as part of the Core Natural Heritage System or the *buffer* zone identified through an Environmental Impact Study prepared in accordance with Policies 7.B.2.1 to 7.B.2.5. The lands to be retained in a natural state and the adjacent *buffer* zone shall be maintained as a single block and zoned to protect their natural features and *ecological function*s. The Region shall encourage the local municipalities, the *Conservation Authority* and other appropriate public and private conservation organizations to assume ownership of these lands.

Policy 7.B.1.19 Where *development* or *site alteration* is approved within the Core Natural Heritage System or adjacent lands as set out in Table 7-1 the applicant shall submit a Tree Saving Plan maintaining or enhancing the remaining natural features and *ecological function*s. The Plan shall be prepared in accordance with the Regional Forest Conservation By-law and the local tree conservation by-law as appropriate and its implementation monitored by a member of the Ontario Professional Forestry Association.

Policy 7.B.1.20 *Development* and *site alteration* may be permitted within the Greenbelt Natural Heritage System if it is not prohibited by other Policies in this Plan and it has been demonstrated through an Environmental Impact Study prepared in accordance with Policies 7.B.2.1 to 7.B.2.5 that:

a) Connectivity along the system and between Environmental Protection Areas, *Fish Habitat* and key hydrologic features is maintained, or where possible, enhanced;
b) The removal of natural features not identified as Environmental Protection

Areas, *Fish Habitat* or key hydrologic features will be avoided;

c) The disturbed area of any site does not exceed 25 percent, and the impervious surface 10 percent, of the total developable area, except for recreational uses and mineral resource uses. With respect to golf courses, the disturbed area shall not exceed 40 percent of the site;
d) At least 30 percent of the total developable area of the site will remain or be returned to *natural self-sustaining vegetation*, recognizing that standards for mineral aggregate operations, wayside pits and quarries are established through the Non-Renewable Resources Policies in the Greenbelt Plan; and
e) Buildings or structures are planned to optimize the compatibility of the proposal with the natural surroundings.

Existing and new agricultural, agricultural-related and *secondary uses* are permitted within the Greenbelt Natural Heritage System and are not subject to the conditions set out in this Policy but are subject to the other Policies in this Plan.

Policy 7.B.1.21 Within the *Greenbelt Area* establishment of a self-sustaining, *vegetation protection zone* shall be required where new *development* or *site alteration* is approved within 120 metres of:

a) An Environmental Protection Area or *Fish Habitat* within the Greenbelt Natural Heritage System; or
b) A key hydrologic feature anywhere within the Unique Agricultural Areas.

The *vegetation protection zone* shall be of sufficient width to protect the natural heritage or hydrologic feature from adverse environmental impacts of the *development* or *site alteration* as determined through an Environmental Impact Study prepared in accordance with Policies 7.B.2.1 to 7.B.2.5 and shall be established and maintained as *natural self-sustaining vegetation*.

Policy 7.B.1.22 The *vegetation protection zone* required under Policy 7.B.1.21 shall be a minimum 30 metres wide in the case of *wetlands*, seepage areas and springs, *fish habitat*, permanent and intermittent streams, lakes and *significant woodlands*.

Policy 7.B.1.23 Notwithstanding Policies 7.B.1.21 and 7.B.1.22 new buildings and structures for agricultural uses adjacent to Environmental Protection Areas or *Fish Habitat* within the Greenbelt Natural Heritage System or key hydrologic features within the Unique Agricultural Areas shall provide a 30 metre wide *vegetation protection zone* but will not be required to establish natural, self-sustaining vegetation if the land is, and will continue to be, used for agricultural purposes.

Policy 7.B.1.24 New or expanding infrastructure within the Unique Agricultural Areas shall avoid Core Natural Areas, *Fish Habitat* and key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative. Where new or expanding infrastructure crosses the Greenbelt Natural Heritage System or intrudes into or results in the loss of a Core Natural Area, *Fish Habitat* or key hydrologic feature, including related landform features, planning, design and construction practices shall minimize negative impacts and disturbance on the feature or its related functions, and where reasonable, maintain or improve

connectivity among Core Natural Areas, *Fish Habitat* and key hydrologic features and their *vegetation protection zone*s.

Policy 7.B.1.25 Within the Unique Agricultural Areas in the *Greenbelt Area* infrastructure serving the agricultural sector, such as an agricultural irrigation system, may need certain elements to be located within a Core Natural Area, *Fish Habitat* or a key hydrologic feature or within the *vegetation protection zone* of such a feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated *vegetation protection zone* but all reasonable efforts shall be made to keep such infrastructure out of Core Natural Areas or *Fish Habitat* or key hydrologic features or the *vegetation protection zone*s.

Policy 7.B.1.26 Subject to other policies in this Plan an expansion to an existing use located within an Environmental Conservation Area or *Fish Habitat* or adjacent lands to a Core Natural Heritage System Component as identified in Table 7-1 may be permitted if it will have no *significant* negative impact on the natural feature or its *ecological function*s. If the expansion involves a substantial *intensification* in land use or increase in the land area devoted to the use the proponent shall prepare an Environmental Impact Study in accordance with Policies 7.B.2.1 to 7.B.2.5.

Policy 7.B.1.27 *Agricultural uses* existing as of the date of adoption of this Policy may continue within the Core Natural Heritage System and adjacent lands as identified in Table 7-1. New farm buildings or structures and expansions to existing farm buildings or structures are permitted within Environmental Conservation Areas except for *wetlands* in the Unique Agricultural Areas, within *Fish Habitat* other than in the Greenbelt Natural Heritage System and within lands adjacent to a Core Natural Heritage System Component as identified in Table 7-1, subject to the other Policies in this Plan and the following provisions:

a) if the proposal is small in scale, and it has been demonstrated that there is no reasonable alternative, that the proposal is directed away from the feature to the maximum extent possible and negative impacts on the natural feature and *ecological function*s have been minimized; or
b) if the proposal is large in scale, involving a major *intensification* in land use or a major increase in land area, it is subject to Policies 7.B.1.10 to 7.B.1.12, 7.B.1.15 to 7.B.1.16 and 7.B.1.26.

Policy 7.B.1.28 In the Greenbelt Natural Heritage System, subject to the other Policies in this Plan, expansions to existing farm buildings and structures may be permitted within *Fish Habitat* and within Environmental Protection Areas other than Provincially *Significant Wetlands* and Life Science Areas of Natural and Scientific Interest and *significant habitat of endangered and threatened species* provided that:

a) if the proposal is small in scale, there is no reasonable alternative, the expansion has been directed away from the feature as much as possible and negative impacts on the natural feature and *ecological function*s have been minimized; or
b) if the proposal is large in scale, involving a major *intensification* in land use or a major increase in land area, it is subject to Policies 7.B.1.10 to 7.B.1.12, 7.B.1.15 to 7.B.1.16 and 7.B.1.26.

Policy 7.B.1.29 If a proposed single residential lot is to be located entirely within lands adjacent to a Core Natural Heritage System Component as identified in Table 7-1 the requirement for an Environmental Impact Study may be waived if the *Planning Authority* is satisfied that standard mitigation measures can avoid negative impacts on the natural features and *ecological functions* of the Core Natural Heritage System Component and adjacent lands.

Policy 7.B.1.30 A new residence and accessory uses may be permitted on an existing lot of record located in whole or in part within an Environmental Conservation Area, *Fish Habitat* or adjacent lands thereto as set out in Table 7.1 if they are located, designed and constructed to minimize negative impacts on the natural features and *ecological functions* of the Component and adjacent lands.

Policy 7.B.1.31 Where a new mineral aggregate operation or an expansion to an existing operation is proposed outside the Greenbelt Natural Heritage System within an Environmental Conservation Area, a Potential *Natural Heritage Corridor* or *Fish Habitat* or within adjacent lands as set out in Table 7-1 the Environmental Impact Study will include consideration of:

a) Whether the following will be maintained or enhanced before, during and after mineral aggregate extraction,
   i) connectivity among Core Natural Areas and hydrologic features; and
   ii) *significant* hydrologic features and functions; and
b) How *significant* natural heritage features and *ecological functions* that would be affected will be replaced, on or off site, with features and functions of equal or greater ecological value that are representative of the natural *ecosystem* in that particular setting or ecodistrict.

Policy 7.B.1.32 Notwithstanding other policies of this Plan, within the Greenbelt Natural Heritage System:

a) No new mineral aggregate operations and no wayside pits and quarries, or any ancillary or accessory use thereto, will be permitted within:

   i) *Significant wetlands*;
   ii) Significant habitat of endangered species and threatened species; and
   iii) *Significant woodlands* unless the *woodland* is occupied by young plantation or early successional habitat as defined by the Ministry of Natural Resources. In this case, the application must demonstrate that the specific provisions of Policies 7.B.1.33 (b), (c) and 7.B.1.34 (c) have been addressed and will be met by the operation.

For the purposes of this Policy *significant woodland* means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. The Provincial Ministry of Natural Resources will identify criteria to determine whether a *woodland* is *significant*.

Where a *woodland* is located on a site proposed for a new mineral aggregate operation, or on adjacent lands, the applicant shall have an evaluation of the *woodland*'s significance prepared by a qualified biologist based on the above definition. The evaluation shall be prepared to the satisfaction of the Region, the local municipality and the Ministry of Natural Resources.

b) An application for a new mineral aggregate operation or new wayside pit or quarry may only be permitted in other Environmental Protection Areas, *Fish Habitat* and key hydrologic features and any *vegetation protection zone*s associated with such features where the application demonstrates:

   i) How ground and *surface water features* and their associated functions will be protected or enhanced; and
   ii) That the specific provisions in Policies 7.B.1.33 (b), (c) and 7.B.1.34 (c) have been addressed, and that they will be met by the operation; and

c) Any application for a new mineral aggregate operation, or expansion of an existing mineral aggregate operation shall demonstrate through an Environmental Impact Study prepared in accordance with Chapter 7.B.2, or through an equivalent study prepared to meet the requirements of the Aggregate Resources Act:

   i) How connectivity among Core Natural Heritage System features and key hydrologic features will be maintained before, during and after the extraction of mineral aggregates;
   ii) How the operator could immediately replace any habitat that would be lost from the site with equivalent habitat on another part of the site or on adjacent lands; and
   iii) How ground and *surface water features* will be protected or enhanced; and

d) Expansion of an existing mineral aggregate operation may be permitted in the Greenbelt Natural Heritage System, including Core Natural Heritage System features and key hydrologic features, and in any associated *vegetation protection zone*, only if the expansion is consistent with the Provincial Policy Statement.

Policy 7.B.1.33 When operators are undertaking rehabilitation of mineral aggregate operation sites within the Unique Agricultural Areas in the *Greenbelt Area* the following provisions apply:

a) The disturbed area of a site will be rehabilitated to a state of equal or greater ecological value, and for the entire site, long-term ecological integrity will be maintained or restored, and to the extent possible, improved;

b) If there are Core Natural Heritage System features or key hydrologic features on the site, or if such features existed on the site at the time of application:

   i. The health, diversity and size of these features will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health; and
   ii. Any permitted extraction of mineral aggregates that occurs in a feature will be completed, and the area rehabilitated, as early as possible in the life of the operation.

c) Aquatic areas remaining after extraction are to be rehabilitated to aquatic enhancement representative of the natural *ecosystem* in that particular setting or ecodistrict, and the combined terrestrial and aquatic rehabilitation shall meet the intent of 7.B.1.33 (b).

Policy 7.B.1.34 Final rehabilitation of mineral aggregate operations in the Greenbelt Natural Heritage System shall meet these additional provisions:

a) Where there is no underwater extraction, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35% of each license, is to be rehabilitated to forest cover, which shall be representative of the pre-existing natural *ecosystem* in that particular setting or ecodistrict;
b) Where there is underwater extraction, no less than 35% of the non-aquatic lands of each license is to be rehabilitated to forest cover, which shall be representative of the natural *ecosystem* in that particular setting or ecodistrict; and
c) Rehabilitation will be implemented so that the connectivity of the Core Natural Heritage System and the key hydrologic features on the site and on adjacent lands will be maintained or restored, and to the extent possible, improved.

Policy 7.B.1.35 In supporting *ecological restoration* by the Niagara Peninsula *Conservation Authority* and other groups, priority shall be given to those projects that will maintain or enhance the features of the Core Natural Heritage System and water resources.

Policy 7.B.1.36 This Chapter of the Plan also shall apply when *development* or *site alteration* is proposed on lands in Niagara adjacent to a *significant* natural area in an adjoining municipality that is designated in that municipality's Official Plan or by the Ministry of Natural Resources.

7.B.2 Environmental Impact Studies

Policy 7.B.2.1 An Environmental Impact Study (EIS) required under this Plan shall be submitted with the *development* application and shall be prepared and signed by a qualified biologist or environmental planner in accordance with the Environmental Impact Study Guidelines (EIS Guidelines) adopted by Regional Council. An EIS shall be prepared to the satisfaction of the appropriate *Planning Authority*, in consultation with the NPCA and the other commenting body. Within Settlement Areas as delineated in this Plan, an EIS shall be prepared to the satisfaction of the appropriate local municipality in consultation with the Region and the NPCA. Outside of Settlement Areas, an EIS shall be prepared to the satisfaction of the Region, in consultation with the appropriate local municipality and the NPCA. The *Planning Authority*, the other commenting body and the NPCA shall work collaboratively throughout the EIS process.

Policy 7.B.2.2 The appropriate *Planning Authority*, in consultation with the NPCA, shall review the proposed *development* or *site alteration* in accordance with the waiving requirements in the EIS Guidelines to determine whether an EIS is required or whether requirements can be waived. Waiving the requirement for an EIS may be subject to conditions. If an EIS is waived, other requirements as outlined in the EIS Guidelines and other policies in this Plan may apply.

Policy 7.B.2.3 The scope and content of the EIS shall be determined in accordance with the EIS Guidelines by the appropriate *Planning Authority*, in consultation with the NPCA and the other commenting body.

The draft terms of reference shall be prepared by the consultant and reviewed by the NPCA, the Region and the local municipality. It shall be the responsibility of the appropriate *Planning Authority* to approve the terms of reference.

Policy 7.B.2.4 The *Planning Authority* may require an independent peer review of an EIS, with the costs to be borne by the applicant.

Policy 7.B.2.5 An EIS is not required for uses authorized under an Environmental Assessment process carried out in accordance with Provincial or Federal legislation.

7.C Implementation Measures

Policy 7.C.1 Plans of subdivision that had received draft approval as of the date of adoption of this Policy are not subject to the Policies in Chapters 7.A and 7.B. If draft approval lapses or is withdrawn the Policies will apply to subsequent planning applications involving the subject lands. Where significant modifications to a draft plan are proposed such that the plan is recirculated for comment the revised plan should be designed to reduce significant negative impacts on the Core Natural Heritage System and adjacent lands.

7.C.1 Regional Operations

Niagara Region will lead by example and demonstrate environmental responsibility in the following ways.

Policy 7.C.1.1 In all its operations the Region shall strive to maintain a healthy natural environment and protect, enhance or restore Niagara's natural heritage.

Policy 7.C.1.2 The Region shall minimize the consumption of energy and resources in its own operations and reuse and recycle energy and resources wherever possible.

Policy 7.C.1.3 The Region shall practice good stewardship by:

a) Managing Regionally owned lands within or adjacent to the Core Natural Heritage System to maintain, restore or enhance the System's natural features and *ecological function*s;
b) Maintaining a program of tree planting and naturalization on Regional properties and roads. Where trees must be removed at least two trees shall be planted for every tree removed, normally using native species from seed sources climatically similar to Niagara.

Policy 7.C.1.4 The Region shall endeavour to reduce the use of pesticides for cosmetic purposes by:

a) Phasing out pesticide use on Regionally-owned properties by January 1, 2007;
b) Promoting alternatives to the use of pesticides; and
c) Supporting and facilitating adoption of local municipal by-laws reducing or eliminating the use of pesticides for cosmetic purposes.

Policy 7.C.1.5 The Region shall reduce the quantity of salt used on Regional roads to protect agriculture, water resources and natural vegetation and wildlife.

Policy 7.C.1.6 The Region shall give priority to energy based on sources other than fossil fuels to meet its own energy needs and collect methane gas generated by Regional landfills for heating and/or generation of electricity.

Policy 7.C.1.7 The Region, recognizing that excessive, unnecessary or misdirected outdoor lighting can have adverse impacts on the environment, the economy and human health as well as on the quality of the night sky, will investigate outdoor lighting and develop a strategy to address it.

Policy 7.C.1.8 The Region shall aim to divert 65% of waste from landfill by 2012 through waste reduction, recycling and composting.

7.C.2 Integrated Environmental Planning and Development Review

The *ecosystem* approach set out in Policy 7.A.1 provides the framework for environmental planning and *development* review. The environmental planning process involves:

1. *Watershed* Studies to guide *development* and conservation at a broad landscape level;

2. Environmental Planning Studies providing more detailed guidance for smaller areas such as communities or neighbourhoods; and

3. The preparation of site-specific studies for individual *development* applications.

These studies are linked to specific stages in the planning and *development* review process.

Watershed and Environmental Planning Studies will recommend policies for incorporation in Regional and local planning documents for use in *development* review at the site-specific level. Site specific studies for individual *development* applications, where needed, will be expected to address these policies. For small scale *development* proposals, such as individual severances, site-specific studies may not be needed where these policies can be met through appropriate design and construction measures.

Policy 7.C.2.1 The Region, in partnership with the Niagara Peninsula *Conservation Authority* and appropriate local municipalities, shall ensure that *Watershed* Studies are prepared for major *watersheds* in consultation with landowners, community groups and other public agencies and shall include:

a) Inventory, analysis and assessment of ecological features and functions affecting the *watershed*;
b) Identification of key issues and objectives;
c) A water budget and water conservation plan;
d) Recommendations on actions needed to maintain and enhance *ecosystem* health and integrity, including policies to be incorporated into municipal planning documents; and
e) Identification of *subwatershed* boundaries and establishment of guidelines and terms of reference for additional studies if needed.

Policy 7.C.2.2 Where major changes in land use or municipal plans are proposed for an area, such as an urban boundary expansion or a secondary plan, an Environmental Planning Study (EPS) shall be prepared. It shall address the guidelines and terms of reference established through relevant *watershed* plans and shall include:

a) An environmental inventory and assessment;
b) A recommended environmental management strategy to maintain, enhance and restore ecological health and integrity within the study area;
c) A recommended *development* plan identifying where *development* may take place, environmental features and functions to be maintained or restored, and appropriate policies;
d) Recommendations for amendments to Regional and local planning documents; and
e) A monitoring plan to assess environmental health during and after *development*.

An Environmental Planning Study shall not be required for an individual site-specific *development* proposal.

Policy 7.C.2.3 Environmental Planning Studies also may be prepared with the assistance of the Ministry of Natural Resources or its designate to support Federal and Provincial management and recovery plans for threatened and *endangered species*.

Policy 7.C.2.4 *Watershed* and Environmental Planning Studies shall be implemented through amendments to Regional and local official plans, as appropriate, and through secondary plans and zoning by-laws providing guidance and direction for:

a) The review of applications for *development* or *site alteration*;
b) Servicing and infrastructure proposals; and
c) The Region's support for environmental stewardship, restoration and other measures.

Policy 7.C.2.5 When a significant *development* such as a golf course, a residential subdivision or a large commercial, industrial or institutional *development* is proposed that requires a number of different environmental studies a report shall be submitted with the application providing an integrated review of the environmental issues and the interrelationships among them. Such a report shall not be required where an equivalent review has been prepared for the proposal under Federal or Provincial legislation such as the **Environmental Assessment Act** or the **Aggregates Resources Act** review.

Policy 7.C.2.6 Within the area covered by the Niagara Escarpment Plan the requirements of that Plan, as amended from time to time, shall prevail.

Policy 7.C.2.7 Notwithstanding Policy 7.C.2.6, where Regional or local municipal planning policies conform with the policies of the Niagara Escarpment Plan but are more restrictive, those Regional or local policies shall take precedence.

Policy 7.C.2.8 In order to provide more effective means to ensure that measures to protect the natural environment identified through the planning process are properly implemented the Region:

a) Shall encourage local municipalities to ensure that *development* within the Core Natural Heritage System and adjacent lands is subject to either subdivision or site plan approval; and
b) May require an applicant to enter into a *development* agreement or conservation easement, or provide financial security, to ensure implementation of mitigation measures.

Policy 7.C.2.9 Local municipalities shall be encouraged to employ such measures as parkland dedications, density bonuses, transfer of *development* rights, land acquisition and exchange, holding provisions and conservation easements to facilitate environmental conservation in the *development* process, including the protection of Core Natural Areas.

7.C.3 Supporting Stewardship

Policy 7.C.3.1 The Region, in partnership with other organizations, shall encourage landowners to use environmentally-sensitive measures to protect and enhance natural heritage and water resources.

Policy 7.C.3.2 The Region shall encourage farmers to prepare and implement Environmental Farm Plans and shall support Provincial and Federal funding for the Environmental Farm Plan program and similar programs.

Policy 7.C.3.3 The Region shall encourage the Federal and Provincial governments to support environmental stewardship through programs such as:

a) The Conservation Land Tax Incentive Program;
b) The Managed Forest Tax Incentive Program; and
c) Tax relief for ecological gifts under the Federal **Income Tax Act**.

Policy 7.C.3.4 The Region shall:

a) promote *natural landscaping* and use of native plants from seed sources climatically similar to Niagara and encourage others to do likewise, and
b) discourage planting of invasive non-native species.

Policy 7.C.3.5 The Region shall:

a) recognize that the Provincial government has delegated responsibility for hazard land management to the Niagara Peninsula *Conservation Authority*; and
b) encourage the Authority as an important partner to focus on land and water management, ownership of conservation lands, environmental stewardship and restoration and landowner education supporting the municipal planning program for *development* and conservation.

7.D Recreation and Open Space

Objectives for Recreation and Open Space

Objective 7.D.1.A To ensure sufficient recreational, open space and park areas within the Region to meet the leisure needs and desires of present and future residents and visitors.

Policies for Recreation and Open Space

Policy 7.D.1 The Region considers that its major role in recreation and open space should be related to co-ordination of the activities of the various public agencies involved, especially when the areas are of regional significance or transcend the boundaries of individual local municipalities. The Region recognizes the greater role and function of Recreation and Open Space in supporting a vast array of festivals, events, recreational and leisure opportunities throughout the region.

Policy 7.D.2 The Region recognizes that the primary role of local municipalities in the field of recreation and open space should be the *development* of policies and programs for the acquisition, use, management and distribution of recreation and open space areas which best serve the needs of the residents of that municipality.

Policy 7.D.3 The Region may provide funding for land acquisition in cases where this cannot be accomplished through other agencies. Wherever possible, acquisition programs shall be in co-operation with other agencies and shall use available cost-sharing programs.

Policy 7.D.4 The Region will evaluate the potential of all public lands including property owned by the St. Lawrence Seaway Management Corporation, the Federal Department of National Defense, the public utilities, and the Region for recreation and open space uses. Those lands considered desirable for recreation and open space uses should be retained in public ownership with the operational responsibility transferred through lease or other agreements if necessary to the appropriate recreation, conservation or park agency.

Policy 7.D.5 Publically-owned lands with recreational potential will be explored for their potential to be used for multiple complimentary uses recognizing both the needs of the public agency owning the lands and the desirable recreational uses. The possibility of developing a walking or riding trail system using public *utility* rights-of-way and the St. Lawrence Seaway Management Corporation lands will be explored.

Policy 7.D.6 The Region supports and encourages continued liaison between local, provincial and federal governments or, other relevant agencies, and the Region in the acquisition, use and management of recreation and open space lands and the development of recreation programs and activities.

Policy 7.D.7 A continuous pedestrian route generally following the Bruce Trail is to be protected along the Niagara Escarpment, recognizing and protecting the rights of the property owners involved.

Policy 7.D.8

The Niagara Escarpment Plan sets out the policies and framework for a Niagara Escarpment Parks System stretching from Queenston to Tobermory. The Parks System is the responsibility of, and coordinated by the Ministry of Natural Resources and includes in excess of 135 existing and proposed parks and open space areas managed by several public agencies. The Bruce Trail is an essential component of the Parks system linking parks and natural features. Reference should be made to the Niagara Escarpment Plan for details of the Parks and Open Space system. The following is a list of the Escarpment Parks within the Niagara Region:

- Beamer Memorial Conservation Area
- Mountainview Conservation Area
- Cave Springs
- Ball's Falls Conservation Area
- Louth Conservation Area
- Rockway Conservation Area
- St. John's Conservation Area
- Short Hills Provincial Park
- Thirty Mile Creek
- Welland Canal
- Woodend Conservation Area
- Queenston Quarry
- Woolverton Conservation Area
- Queenston Heights (Brock's Monument)

7.E Source Water Protection

Introduction

The *Source Protection Plan* for the Niagara Peninsula Source Protection Area (SPP) protects existing and future sources of drinking water in Niagara by ensuring that activities that are identified as drinking water threats under the *Clean Water Act* and associated regulations either never become a significant threat, or cease to be a significant threat to drinking water. The *Source Protection Plan* evaluated six water treatment plants and determined there are *significant threats* related to land uses associated with the DeCew Falls water treatment plant in the City of Thorold, Port Colborne water treatment plant in the City of Port Colborne, and the Niagara Falls water treatment plant in the City of Niagara Falls. The following *source water* protection policies are organized according to the water treatment plant *intake protection zones* for which *significant drinking water threats* have been identified in the *Source Protection Plan*. These water treatment plants and associated *intake protection zones* are identified as an overlay on Schedule H to this Plan. The underlying land use designations on Schedule H continue to apply.

The policies of Chapter 7.E must be read with the Regional Official Plan in its entirety and in conjunction with the Niagara Peninsula *Source Protection Plan*, the Assessment Report and the Explanatory Document which provides the context and rationale for the land use policies and in identifying *significant threats* and eliminating these drinking water threats for the DeCew Falls, Port Colborne and Niagara Falls water treatment plant *intake protection zones*. The policies of Chapter 7.E must also be read in conjunction with other applicable plans and legislation.

Objectives for Source Water Protection

Objective 7.E.1.A To protect existing and future municipal drinking water sources in the Niagara Region.

Objective 7.E.1.B To ensure that activities identified as drinking water threats either never become a significant threat or, if the activity is already taking place, the activity ceases to be a significant threat.

Objective 7.E.1.C To work collaboratively in promoting the stewardship of drinking water supplies in consultation with the *Province*, the Niagara Peninsula *Conservation Authority*, local municipal partners, other organizations and key stakeholders.

Objective 7.E.1.D To implement education and outreach programs which describe and promote best management practices and good stewardship of drinking water resources as required under the Niagara Peninsula *Source Protection Plan*.

Policies for Source Water Protection

7.E.1 DeCew Falls Water Treatment Plant

Policy 7.E.1.1 The placement of untreated septage to land is considered a *significant drinking water threat* in the DeCew Falls *Intake Protection Zone* 1. New *waste disposal sites* for the application of untreated septage to land shall not be permitted within the DeCew Falls Intake Protection Zone 1.

Properties where untreated septage is applied to land are considered 'waste disposal sites' under Part V of the Environmental Protection Act (EPA). Untreated septage is typically produced from the clean-out of residential septic system tanks.

Policy 7.E.1.2 The discharge from new *stormwater management facilities* is considered a significant threat where the storm sewer drainage area is at least 100 ha in size with the predominant land use being commercial or industrial. New *stormwater management facilities*, which meet these criteria, are not permitted to discharge within the DeCew Falls Intake Protection Zone 1. New industrial or commercial land uses which meet the 100 ha storm sewer drainage criteria are not permitted within the DeCew Falls Intake Protection Zone 1. For the purposes of this policy, new industrial or commercial land uses include industrial or commercial uses which are not currently designated as such in the local municipal Official Plan.

Policy 7.E.1.3 The discharge from *wastewater treatment plants* or combined sewer overflows, or discharge of industrial effluent is considered a significant threat as defined under the applicable circumstances as outlined by the Ministry of Environment in Table 22 and Table 48 in Appendix C of the Assessment Report (2013). New *combined sewers*, wastewater treatment facilities, and *industrial effluent systems* are not permitted where they would be a significant threat within the DeCew Falls Intake Protection Zone 1.

The Niagara Peninsula Source Protection Plan, Assessment Report and Explanatory Document are available at: http://www.sourceprotection-

Policy 7.E.1.4 Any planning or building application made for a land use other than Residential in the DeCew Falls Intake Protection Zone 1 may require a Section 59 notice from the *Risk Management Official*. The requirements of the notice will be determined through the application screening process.

7.E.2 Port Colborne Water Treatment Plant

Policy 7.E.2.1 The placement of untreated septage to land is considered a *significant drinking water threat* in the Port Colborne Intake Protection Zone 1 and Intake Protection Zone 2. New *waste disposal sites* for the application of untreated septage to land shall not be permitted within the Port Colborne *Intake Protection Zone* 1 and *Intake Protection Zone* 2.

Policy 7.E.2.2 Any planning or building application made for a land use other than Residential in the Port Colborne *Intake Protection Zone* 1 and 2 may require a Section 59 notice from the *Risk Management Official*. The requirements of the notice will be determined through the application screening process.

Policy 7.E.2.3 The storage of road salt is considered a significant threat in the Port Colborne *Intake Protection Zone* 1, if stored outside with no cover, in amounts greater than 5,000 tonnes. Future open storage of road salt greater than 5,000 tonnes is not permitted within the Port Colborne *Intake Protection Zone* 1.

Policy 7.E.2.4 The storage of snow, and the contaminants associated with it, is considered a significant threat in the Port Colborne *Intake Protection Zone* 1 if stored in quantities greater than 1 hectare in area. Future storage of snow greater than 1 hectare in area is not permitted within the Port Colborne *Intake Protection Zone* 1.

The application screening process will look at whether an application may relate to the application of agriculture source material, the storage of agriculture source material, livestock grazing/pasturing and farm animal outdoor confinement areas in DeCew Falls IPZ 1 or; the storage of pesticides in Port Colborne IPZ 1 or for the application of pesticides in the Port Colborne IPZ 1 and IPZ 2.

Policy 7.E.2.5 The discharge from *wastewater treatment plants* or combined sewer overflows, or discharge of industrial effluent is considered a significant threat as defined under the applicable circumstances as outlined by the Ministry of Environment in Table 20, Table 21, Table 46, and in Table 47 in Appendix C of the Assessment Report (2013). New *combined sewers*, wastewater treatment facilities, and *industrial effluent systems* are not permitted where they would be a significant threat within the Port Colborne *Intake Protection Zone* 1 and *Intake Protection Zone* 2.

Policy 7.E.2.6 The discharge from *stormwater management facilities* is a significant threat where the storm sewer drainage area is at least 10 ha in size with the predominant land use being commercial or industrial. An application for commercial or industrial *development* or the expansion, extension, or alteration of existing *stormwater management facilities* or the expansion of an existing commercial or industrial *development*, in instances where the *Risk Management Official* and the Region's Chief Planning Official deem such an expansion may pose a significant threat to municipal drinking water, within the Port Colborne *Intake Protection Zone* 1 and *Intake Protection Zone* 2, shall be accompanied by a stormwater management plan that demonstrates and implements best management practices related to managing stormwater runoff to the satisfaction of the Region's Chief

Planning Official and City of Port Colborne, in consultation with the *Risk Management Official*, such that the *development* does not pose a significant threat to municipal drinking water.

Policy 7.E.2.7 The storage, and application to land of *agricultural source material*, and the lands used for livestock grazing/pasturing, farm animal yards and outdoor confinement areas, are considered *significant threats* in the Port Colborne *Intake Protection Zone* 1 and *Intake Protection Zone* 2. New agricultural land uses are not permitted within the Port Colborne *Intake Protection Zone* 1 and *Intake Protection Zone* 2.

7.E.3 Niagara Falls Water Treatment Plant

Policy 7.E.3.1 The application of untreated septage to land is considered a *significant drinking water threat* in the Niagara Falls *Intake Protection Zone* 1. New *waste disposal sites* for the application of untreated septage to land shall not be permitted within the Niagara Falls *Intake Protection Zone* 1.

Policy 7.E.3.2 The discharge from new *stormwater management facilities* is considered a significant threat where the storm sewer drainage area is at least 100 ha in size with the predominant land use being commercial or industrial. New *stormwater management facilities*, which meet these criteria, are not permitted to discharge within the Niagara Falls *Intake Protection Zone* 1. New industrial or commercial land uses which meet the 100 ha storm sewer drainage criteria are not permitted within the Niagara Falls *Intake Protection Zone* 1. For the purposes of this policy, new industrial or commercial land uses only includes industrial or commercial uses which are not currently designated as such in the local municipal Official Plan.

Policy 7.E.3.3 The discharge from *wastewater treatment plants* or combined sewer overflows, or discharge of industrial effluent is considered a significant threat as defined under the applicable circumstances as outlined by the Ministry of Environment in Table 22 and Table 48 in Appendix C of the Assessment Report (2013). New *combined sewers*, wastewater treatment facilities, and *industrial effluent systems* are not permitted where they would be a significant threat within the Niagara Falls *Intake Protection Zone* 1.

Policy 7.E.3.4 The storage, handling, and application to land of *agricultural source material*, and the lands used for livestock grazing/pasturing, farm animal yards and outdoor confinement areas, are considered *significant threats* in the Niagara Falls *Intake Protection Zone* 1. New agricultural land uses are not permitted within the Niagara Falls *Intake Protection Zone* 1.

7.E.4 Implementation and Monitoring Policies

Policy 7.E.4.1 Local municipalities shall amend their Official Plans and implementing Zoning By-laws to conform to the policies of Section 7.E of this Plan within three years from the date the Niagara Peninsula *Source Protection Plan* comes into effect (October 1, 2014).

Policy 7.E.4.2 The Region will monitor and report on the measures taken to implement the significant threat policies in accordance with the Niagara Peninsula *Source Protection Plan*, which shall address the following:

a) Number of *development* applications in *Intake Protection Zones*;
b) Pre-consultation meetings related to the Niagara Peninsula *Source Protection Plan*;
c) Number of *Risk Management Plans* reviewed and approved; and
d) Steps taken to improve education and research.

infrastructure

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8. Infrastructure

8.A Objectives for Infrastructure

Objective 8.A.1 To provide a framework and policy linkages for the coordination of *infrastructure* planning, land use planning, and *infrastructure* investment to implement this Plan.

Objective 8.A.2 To optimize the use of existing *infrastructure*.

Objective 8.A.3 To provide a framework where urban *development* occurs only in areas with full municipal services and where public/private *utility infrastructure* has or will be established to serve the anticipated growth and *development*.

Objective 8.A.4 To provide necessary public utilities in accordance with the servicing needs of existing and future *development* conforming to stated priorities and with economic, safety and environmental considerations.

Objective 8.A.5 To establish priorities for the staging of works, particularly with regard to water supply and sewage disposal systems, necessary for the current and future servicing requirements of the Region. The following priorities shall be applicable, but are not intended to be absolute due to other objectives and servicing needs.

a) To meet minimum water quality objectives and minimum pollution abatement objectives, as established by the Region in consultation with appropriate Provincial and Federal Ministries, for the provision of services to existing municipal *development* having deficiencies in their existing municipal systems.
b) To meet the needs of existing *development* in terms of capacity for both water supply and sewage disposal.
c) To meet the needs for new *development* in an orderly and efficient manner. Industrial *development* which creates employment opportunities shall be assigned a higher priority than residential *development*. Priority for new *development* must also be co-ordinated with the availability of all other major services.
d) To recognize other objectives and policies of this Plan.
e) To recognize financial considerations.

Objective 8.A.6 To provide for the disposal and treatment of solid wastes in a manner which is economically, ecologically, and aesthetically acceptable.

8.B Water and Wastewater Systems

Policy 8.B.1 The Region will provide, insofar as possible, adequate water supply, sewage collection and disposal and, in co-operation with the local municipalities, will provide storm drainage facilities to meet the existing and future *development* needs within the approved *urban areas* of the Region.

Policy 8.B.2 The Region, in consultation with local municipalities, will prepare design criteria for water and sewer works to be used in the design and approval of such facilities.

Policy 8.B.3 The Region will prepare by-laws to regulate the use of its water supply and sewage treatment facilities.

Policy 8.B.4 The Region will undertake jointly with local municipalities, the determination of *development* densities (through zoning by-laws or other means) in accordance with present and proposed water and sewer works capacities. This will ensure that servicing is co-ordinated with local zoning by-laws and staging of *development*.

Policy 8.B.5 The Region will review its servicing policies from time to time in the light of both changing conditions of supply and demand for services and significant changes in economics and technology.

Policy 8.B.6 The Region may introduce levies and shall establish rates for Regional water and sewage capital and operating costs to permit orderly expansion of such facilities.

Policy 8.B.7 Lands abutting existing and proposed sewage treatment facilities shall be zoned to permit only such compatible land uses as industrial or open space. Where such zoning cannot be developed, then suitable separation areas must be incorporated between the treatment facilities and the proposed *development* to minimize the impact of odour problems that may be generated at such facilities. The separation distance will be dependent on the nature of the *development*, the treatment facility and other physically-related factors.

Policy 8.B.8 All new *development* which is proposed to be connected to existing *combined sewer* facilities shall be served with separated systems within the property limits of the *development*. The continued separation of storm and sanitary flows beyond the boundaries of the *development* will be dependent upon the available capacity within the existing sewer system, the treatment plant and the proximity of suitable storm outlets to the *development*.

Policy 8.B.9 Municipal sewage services and water services are the required form of servicing for *development* in *Urban Areas*.

Policy 8.B.10 The Region and the local municipalities should generate sufficient revenues to recover the *full cost* of providing *municipal water and wastewater systems*.

Policy 8.B.11 The Region will continue to plan and design *municipal water and wastewater systems* that return water to the Great Lakes *watershed* from which the withdrawal originates.

Policy 8.B.12 Construction of new, or expansion of existing, *municipal water and wastewater systems* should only be considered where the following conditions are met:

a) Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;
b) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the *intensification target* and density target in this Plan; and
c) Plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement.

Policy 8.B.13 Local municipalities are encouraged to implement and support innovative stormwater management plans and strategies as part of *redevelopment* and intensification.

Policy 8.B.14 The Region requires that each municipality include in its official plan priority and staging policies for both water supply and sewage disposal systems which recognizes the locations and amounts of land needed for future urban *development* and which is co-ordinated with Regional priorities and requirements.

Policy 8.B.15 The Region requires that each *local municipality*'s staging policies conform with the approved urban *development* areas as designated in this Plan.

Variations with respect to priority and staging policies will only be permitted where:

a) full support and documentation for the variation is provided with a proposed local official plan amendment prepared by the area municipality;
b) the proposed *development* can be provided with water and sewer services in accordance with the Region's priorities and at reasonable cost;
c) the *development* is necessary and desirable in the municipality;
d) the proposal complies with all the other objectives and policies of this Plan; and
e) the proposed *development* is adequately served or can be adequately served by other facilities such as roads.

Policy 8.B.16 The boundaries of urban service areas, sewer areas, water areas (if any) or any other special areas which involve a tax charge on residents within that area and are intended to cover the cost of existing or proposed sewer or water works must comply with current Regional and local Plans.

Policy 8.B.17 On the basis of current technology in both water and sewage facilities, specific benefits accrue, from a capital cost and operating cost point of view, in the reduction in the number of plants that must be built or maintained. The Region will, therefore, continue its program to limit the number of such installations, consistent with the quality of services already provided, and this shall not be deemed to be in conflict with policy statements which recognize the continuation of separated urban centres.

Policy 8.B.18 Any extensions of the existing water supply or sewage disposal systems of the local municipalities must have the prior approval of the Region, and within the area of the Niagara Escarpment Plan, must conform with the Niagara Escarpment Plan Policies.

Policy 8.B.19 The Region will consult and co-operate with other authorities having jurisdiction for the issuance of permits for private water supply and sewage disposal systems to ensure a common objective. The following guidelines are proposed:

a) Existing soils and drainage facilities should be compatible to permit such private Installations.
b) Proper consideration shall be given to abutting existing *development* to ensure that problems will not be created for the existing or proposed *development*.
c) The operation of septic tank installations must not result in the pollution of watercourses.
d) Within the Niagara Escarpment Plan area, private water supply and sewage disposal systems are subject to the requirements of the Niagara Escarpment Plan policies.

Policy 8.B.20 The Region requires that each application by a *local municipality* for a municipal water main extension or extensions or for municipal connections to existing Regional water mains outside the *urban areas* boundaries shall be supported by detailed information illustrating its compliance with the following criteria:

a) It has the support of the local Council.
b) It is for legally existing or proposed *agricultural* and *agriculturally related uses* or for other legal permitted uses.
c) It will not jeopardize the ability of the Region to provide adequate water supply for existing urban *development*, for potential urban *development* within the *urban areas* boundaries, and for the *development* served by this or previous extensions outside the *urban areas* boundaries. The determination of the compliance with this criterion can only occur after due consideration of the size of the permanent connections to be made thereto.
d) It will not jeopardize the ability of the *local municipality* to provide an adequate water distribution system for existing urban *development*, for potential urban *development* within the *urban areas* boundaries, and for the *development* served by this and previous extensions outside the *urban areas* boundaries.
e) It will not contribute to or stimulate non-agricultural *development* other than in approved hamlets. Extensions to hamlets will be considered only if it can be adequately demonstrated that the cumulative effect of the extension to existing *development* and to any future *development* within the hamlet poses no potential health problems and that the other criteria set out in this policy including, in particular, the long term operation of existing private sewage systems and adequate lot sizes, can be met.

f) There are adequate local controls to regulate the use of water for irrigation or other uses which could place unreasonable demands on the water supply system.

g) There is confirmation from Regional Health Services that the existing waste disposal systems are satisfactory or will be upgraded to accommodate the increased loads which may result from a municipal water supply extension beyond the urban boundary and will not adversely affect any adjoining *agricultural uses* and all sewage disposal systems are in compliance with the requirements of Ontario Regulations 374/81 under **The Environmental Protection Act** or subsequent amendments thereto.

h) The financing system is satisfactory to the *local municipality*, is entirely locally or self-financed, is not based on expectations of additional *development*, and does not place an undue cost on properties with large frontages.

i) An inventory of existing vacant lots of record that may become serviced by the proposed extension is shown.

j) That any municipal connection outside the *urban areas* boundaries to an existing Regional water main which is a local service connection from the Regional water main to the abutting lands of the consumer must be:
   (i) to a maximum of 2 centimetres (3/4 inch) in diameter,
   (ii) only for the benefit of a use immediately abutting the Regional water main, and
   (iii) the only municipal local service connection servicing the lands in question.

k) That any municipal connection to the existing Fourth Avenue Regional water main outside the *urban areas* boundaries which is a municipal water main extension or extensions shall be constructed in a closed loop.

Policy 8.B.21 All new urban *development* areas must be provided with separate storm drainage systems. All new private *development* must also be provided with separate storm drainage connections. Where feasible and economical, existing municipal combined sewage and storm drainage systems shall be separated.

Policy 8.B.22 **Master Servicing Plans**

Policy 8.B.22.1 Master planning for transportation, water and wastewater shall be undertaken and updated by the Region to serve *development* for a 20 year or greater period;

Policy 8.B.22.2 Master plans shall be coordinated with phasing of growth

Policy 8.B.22.3 Prior to approval of *development* (i.e. plans of subdivision, site plan, etc.) local municipalities shall ensure that required water and wastewater *infrastructure* and servicing capacity is available to support that *development*.

8.C Solid Waste Disposal

Policy 8.C.1 The Region will assist the local municipalities in providing for the disposal and treatment of solid wastes.

Policy 8.C.2 The selection of all solid *waste disposal sites* will involve consideration of:

a) the compatibility of the methods of operation with adjacent land uses,
b) the nature of bedrock and soil conditions in order to reduce the likelihood of groundwater contamination, and
c) operational economics - transportation costs, maintenance, land prices, opportunity for future expansion, etc.
d) within the Niagara Escarpment Plan area, solid *waste disposal sites* are subject to the requirements of the Niagara Escarpment Plan Policies.

Policy 8.C.3 Site and rehabilitation plans will be developed prior to the use of a particular site for solid waste disposal. These plans should make provision for:

a) the control of odour, vermin and other nuisances,
b) the phasing of the site expansion,
c) the ultimate use of the site,
d) landscaping and berms,
e) access, and
f) a uniformly high standard of operation.

The Region, in consultation with local municipalities, will investigate the application of new salvage and disposal techniques.

8.D Utilities

Policy 8.D.1 The Region will co-ordinate its plans with those of the Federal and Provincial Governments and their agencies in the provision of servicing systems, pollution control systems, waste disposal systems, power supply systems and communications systems. In so doing, the Region will have regard to the policies of the Regional Plan and the local official plans. The Region will encourage the joint use of rights-of-way and corridors wherever feasible for various facilities in order:

a) to lessen the impact on the environment of uncoordinated alignments of various single purpose authorities, and
b) to avoid land use and *development* problems associated with such rights-of-way and alignments.

Policy 8.D.2 The Region, in planning and staging of growth and *development*, will encourage coordination with both private and public *utility* providers responsible for the regulation, transmission and delivery of *utility* services within Niagara Region. This will ensure that adequate provisioning is or will be in place to serve both existing and future needs of communities within Niagara Region.

Regional Wind Energy policies within the "Black Boxes" are to be interpreted and implemented in accordance with the provisions of the Green Energy Act, 2009.

8.E Energy

Policy 8.E.1 The Region will closely monitor the Province's **Green Energy Act** and devise appropriate policies to support the *development* of green energy *infrastructure* in Niagara.

Policy 8.E.2 Applications for wind energy facilities shall be considered within the context of all the policies in this Plan.

Policy 8.E.3 The *development* of new or expanded wind energy systems is subject to the permit requirements of the Ontario Ministry of Transportation (MTO).

Policy 8.E.4 Electricity from wind energy projects are subject to Ontario Regulation 116/01. Also, wherever possible, the Region and *local municipality* will coordinate any statutory meetings required under the **Planning Act** in parallel with the environmental approval process for electricity projects in **Ontario's Environmental Assessment Act**.

Policy 8.E.5 Wind energy systems shall conform to the provisions of the Environmental policies in this Plan.

Policy 8.E.6 Wind energy systems and associated distribution infrastructure shall be located, designed and constructed to eliminate or minimize adverse impacts on agricultural operations, lands and activities; significant natural heritage features; existing *mineral aggregate operations*; and cultural and built heritage resources.

Policy 8.E.7 Wind energy systems shall be designed and constructed to be appropriately buffered and/or separated from sensitive land uses as defined in the Provincial Policy Statement, 2005 to prevent adverse effects and to minimize the risk to public health and safety.

Policy 8.E.8 Sites proposed for new or expanded wind energy systems on lands regulated by the Niagara Peninsula Conservation Authority pursuant to Ontario Regulation 155/06, as amended, will be subject to the provisions, policies and regulations. .

Policy 8.E.9 The *development* of new or expanded wind energy systems within an area regulated under the **Niagara Escarpment Planning and *Development* Act** will be subject to the provisions of the Niagara Escarpment Plan. The policies of this Plan and policies in local Official Plans will be the basis for providing Regional and local municipal comments to the Niagara Escarpment Commission during the review of wind energy system applications.

Policy 8.E.10 Applications to construct more than one wind energy system per property shall be considered with regard to any cumulative impacts (both constructed and proposed) that may result to the adjacent landowners, the general area, the municipality, or the Region, as a result of multiple installations.

Policy 8.E.11 The *development* of new wind energy systems in areas adjacent to or on known deposits of aggregate, mineral or petroleum resources shall be permitted where it has been demonstrated that the energy system serves a greater long-term public interest during the lifetime of the wind energy system than the resources noted above and does not compromise the future extraction of the aggregate, mineral or petroleum resource.

Policy 8.E.12	The development of wind energy systems shall be prohibited where they may cause a potential aviation safety hazard as determined by Transport Canada or the appropriate agency.
Policy 8.E.13	All new or expanded wind energy systems may be subject to site plan control approval by the *local municipality*.
Policy 8.E.14	In recognition that technological advancements and innovations are rapid in the energy-related field, the Region in collaboration with the local municipalities will, as appropriate, review the effectiveness of these Wind Energy Systems policies.
Policy 8.E.15	All required reports and studies are to be prepared and signed by qualified individuals
Policy 8.E.16	**Micro, small and medium scale wind energy system policies**
Policy 8.E.16.1	Micro, small and medium scale wind energy systems are generally permitted throughout the Region subject to local municipal criteria and policies set out in this Plan.
Policy 8.E.16.2	Medium scale wind energy systems shall require a minimum setback of 1.25 times the height of the wind energy system from all Regional road allowances. Setbacks from local road allowances should be 1.25 times the height of the wind energy system although applications for reduced setbacks from less travelled local roads and unopened road allowances can be determined on a site-by-site basis by the *local municipality*.
Policy 8.E.16.3	Medium scale wind energy systems shall be set back from major *utility* corridors as required by the *utility*.
Policy 8.E.16.4	Except for medium scale wind energy systems being subject to 8.E.16.2 and 8.E.16.3, the determination of the appropriate land use provisions for micro, small and medium scale wind energy systems is the responsibility of the *local municipality*.
Policy 8.E.17	**Large Scale (individual or multiple) wind energy system policies**
Policy 8.E.17.1	A large scale wind energy system (either individual or multiple) may be considered in *Urban Areas* subject to local municipal criteria and applicable policies set out in this Plan.
Policy 8.E.17.2	A large scale (individual) wind energy system is permitted in a Rural, Good General Agricultural or Unique Agricultural Area/Protected Countryside (as delineated in the Greenbelt Plan) notwithstanding the Agricultural and Rural policies in this Plan but subject to other applicable policies set out in this Plan.
Policy 8.E.17.3	A large scale (multiple) wind energy system is permitted in a Good General Agricultural or *Rural Area*, notwithstanding the Rural and Agriculture policies in this Plan but subject to other applicable policies in this Plan and subject to a local official plan amendment.
Policy 8.E.17.4	A large scale (multiple) wind energy system is not permitted in a Unique Agricultural Area/Protected Countryside (as delineated in the Greenbelt Plan).

Policy 8.E.17.5 The installation of a large scale (individual) wind energy system within a Good General, Unique Agricultural Area/Protected Countryside (as delineated in the Greenbelt Plan) or *Rural Area* and the installation of a large scale (multiple) wind energy system within a Good General Agricultural or *Rural Area* requires a justification/impact statement that demonstrates:

a) the need for, and public benefit of, locating the proposed generating capacity in these areas,
b) an assessment of impacts on agricultural operations, lands and activities, natural heritage features, nearby residences and other sensitive land uses in the area, and
c) the means of minimizing any adverse effects.

Policy 8.E.17.6 A visual impact assessment shall be conducted for all large scale wind energy systems (individual and multiple) and include, but not be limited to, consideration of the following items:

a) Landscape assessment of the potentially affected area, including the neighbouring property or properties
b) Effects of night lighting on ground level land uses,
c) Effects of the proposal on key viewpoints or tourist routes within the affected area, including day and night visibility, and
d) Guidelines and designs for site plan review to assess and mitigate identified impacts.

Possible means of reducing visual impacts include:

i. Requiring all turbines to be of a monopole or similar appearance (i.e. skinned lattice tower) and finished in an appropriate matte finish;
ii. Prohibiting artificial lighting except for minimum aircraft safety requirements;
iii. Prohibiting any form of signage or commercial identification on the turbines;
iv. Locating outdoor storage areas in one location co-located with the primary maintenance building and appropriately screened by landscaping to the satisfaction of the *local municipality*; and
v. Requiring all buildings and structures associated with the wind energy facility to be consistent with the predominant character of buildings in the area.
vi. Where new opportunities for reducing visual impacts occur through technological advancements, these should be considered as additional means of reducing visual impacts.

Policy 8.E.17.7 All large scale wind energy systems (individual and multiple) require the preparation of a noise report demonstrating compliance with Provincial requirements.

Policy 8.E.17.8 All large scale wind energy system proposals (individual and multiple) must be supported by a report demonstrating that shadow flicker experienced at any Point of Reception shall be minimized and not be permitted to exceed 30 hours per year and 30 minutes per day (based on worst case conditions) as a result of the operation of the wind turbine. This policy shall be reviewed upon publication of Provincial shadow flicker guidelines.

Policy 8.E.17.9 Where a report or reports have been required for a wind energy project by the Ministry of the Environment, relevant sections of such reports may be used to fulfill certain requirements of the policies in this Plan.

Policy 8.E.17.10 All large scale wind energy systems shall require a minimum setback of 1.25 times the height of the wind energy system from all Regional road allowances. Setbacks from local road allowances should be 1.25 times the height of the wind energy system although applications for reduced setbacks from less traveled local roads and unopened road allowances can be determined on a site-by-site basis by the *local municipality*.

Policy 8.E.17.11 All large scale wind energy systems shall be set back from major *utility* corridors as required by the *utility*.

Policy 8.E.17.12 Large scale wind energy systems (either individual or multiple) shall not be permitted within 400 metres of the Niagara Parkway.

Policy 8.E.17.13 The purpose of this policy provision is to maximize the availability of land for its intended (agricultural) use and, secondarily, to minimize the visibility of new transmission and distribution lines where practicable.

That subject to environmental or site conditions (which includes the presence of transmission/distribution lines or other *utility* corridors), new private transmission and distribution lines shall be located below ground within the collective boundary encompassing the property on which each wind energy system is located and any adjacent properties the transmission/ distribution lines must traverse until reaching a *utility* corridor. For clarity, the "collective boundary" refers to the perimeter encompassing all properties on which connected wind energy systems are located as well as properties that the transmission line must traverse to reach a *utility* corridor. Beyond this collective boundary, new private transmission and distribution lines should be co-located with a *utility* corridor, preferably below grade, but that determination shall be made by the Federal, Provincial or municipal public authority that has jurisdiction over the *utility* corridor.

Policy 8.E.17.14 All large scale wind energy systems are subject to consideration by the *local municipality* in addition to any Regional approvals required by these policies. Local approval may require a local official plan amendment, zoning by-law amendment and/or site plan control.

Policy 8.E.17.15 If a large scale (multiple) wind energy system is proposed on more than one property the application shall be submitted and considered as a single application rather than as individual applications for each property.

Policy 8.E.18 **Local Official Plan and Zoning By-law Provisions**

Policy 8.E.18.1 When developing wind energy system policies for local official plans the following issues need to be considered and/or addressed:

a) Policies to ensure that the following health, safety, nuisance and technical impacts are appropriately addressed or mitigated:

i. Noise/vibration;
ii. Shadow flicker;
iii. Blade glint;
iv. Electromagnetic interference;
v. Ice throw;
vi. Construction/operational management;
vii. Decommissioning; and
viii. Visual impact;

b) Terms of Reference for any studies undertaken to address the public health, safety and technical considerations listed above;

i. The criteria needed to assess wind energy system applications in relation to natural heritage features, cultural heritage landscapes and built heritage resources;
ii. Approval of a temporary use by-law prior to the installation of a wind testing/meteorological tower if deemed necessary;
iii. Requirement for preliminary consultation between the applicant and municipal staff regarding new or expanded wind energy systems prior to the submission of any application and the commencement of any Environmental Assessment Processes;
iv. The use of conditional zoning in accordance with the **Planning Act** and implementing regulations; and
v. The requirement to prepare a site plan by a qualified professional illustrating the location of the proposed turbines (including make, model and power output), the location of all buildings, structures, works, access roads, supporting *infrastructure*, and property lines, as well as municipal roads, trails, vegetation, elevations, adjacent buildings and structures to a distance of 100 metres for every 10 metres of turbine height from the property proposed for the wind energy system. The level of detail may be simplified as determined through a pre-consultation meeting with the municipality depending upon the nature and scale of the proposal.

Policy 8.E.18.2 When developing zoning by-laws to implement wind energy system policies the appropriate issues need to be addressed including but not limited to the following:

i. The installation of more than one wind energy system per property may be permitted subject to the approval of either a zoning by-law amendment or a minor variance depending upon the nature and scale of the proposal;
ii. Limitations on maximum height, nameplate generation capacity, location, and blade diameter;
iii. Appropriate setbacks from identified natural heritage features, cultural heritage landscapes, built heritage resources and buildings; and
iv. Provisions for both building-mounted and freestanding wind energy systems.

transportation

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9. Transportation

The Provincial Growth Plan for the Greater Golden Horseshoe identifies where and provides direction on how growth will occur amid its single- and upper-tier municipalities to a 2041 planning horizon. The Niagara Region is an upper-tier municipality located within the Provincial Growth Plan area and is responsible for the dissemination of its provincially-forecasted growth number amongst its local area municipalities. In order to appropriately accommodate forecasted growth, the Region must plan for and implement a sustainable *transportation system* that has the ability to withstand stresses associated with population growth.

This chapter provides for a safe and efficient *transportation system* for *multimodal* travel for all users. Objectives and policies reflect direction and recommendations outlined within the Niagara Region's Transportation Master Plan. The Region is committed to improving social equity, protecting short- and long-term economic competitiveness, and reducing greenhouse gas emissions by advancing initiatives which enable comprehensive *active transportation* networks, interconnected public transit systems, and efficient goods movement networks. The Niagara Region remains dedicated to working with its local area municipal partners, agencies, and other public entities on cross-jurisdictional transportation-related matters.

9.A General Objectives

Objective 9.A.1 Promote and support for a *multimodal transportation system* to enable the movement of goods and people of all ages and abilities to jobs, housing, school, cultural destinations, *public service facilities*, recreational and tourist opportunities, and other *major trip generators*, especially in *strategic growth areas*.

Objective 9.A.2 Reduce single-occupant vehicle trips by enhancing opportunities for residents, workers, and visitors of all ages and abilities to walk, cycle, take transit and carpool.

Objective 9.A.3 Support a connected and convenient public transit network throughout the region.

Objective 9.A.4 Create and enhance interconnected *active transportation* systems and programs.

Objective 9.A.5 Support the implementation of *complete streets* at regional and local levels.

Objective 9.A.6 Encourage the most cost-effective and environmentally appropriate modes of sustainable transportation to reduce greenhouse gas emissions.

Objective 9.A.7 Ensure that agricultural vehicles and equipment are accommodated within the *transportation system* where appropriate.

9.B Coordinated Transportation System Planning

Policy 9.B.1 The Niagara Region will encourage the implementation of a comprehensive *transportation system* through the co-ordination of land use planning and strategic investments in *infrastructure*.

Policy 9.B.2 The Niagara Region will work with the *Province,* agencies and local municipalities to plan for, improve, and protect the following *planned corridors* and facilities:

a) Queen Elizabeth Way (QEW) widenings from Hamilton to Highway 406 and from McLeod Road to Mountain Road;

b) Interchanges at Highway 406 and Third Avenue Louth, the Queen Elizabeth Way (QEW) and Glendale Avenue, and Highway 405 and Concession 6/Mewburn Road;

c) the Niagara Escarpment Crossing ;

d) the Niagara-Hamilton Trade Corridor;

e) the South Niagara East-West Arterial Road/Niagara Greater Toronto Area (NGTA) East Corridor;

f) the Highway 406 extension to the South Niagara East-West Arterial Road/NGTA East Corridor; and

g) The roads of the Niagara Parks Commission.

Policy 9.B.3 The Niagara Region, in consultation with local municipalities, will work with the Federal government, the *Province*, Metrolinx, and other stakeholders to improve linkages between the Niagara Regional Transit System and GO Transit.

Policy 9.B.4 The Niagara Region will work with Federal, Provincial and municipal governments to help strengthen the provision of an efficient and safe Provincial Highway network throughout the region.

Policy 9.B.5 The Niagara Region will ensure there is suitable transportation *infrastructure* to support the Region's growth and economic strategy.

Policy 9.B.6 The Niagara Region will ensure that transportation *infrastructure* within the boundaries of the Niagara Escarpment Plan are subject to the requirements of the Niagara Escarpment Plan policies and will be designed and located so that the least possible impact occurs on the Escarpment's scenic quality, landform, and existing environmental features.

Policy 9.B.7 The Niagara Region will work with the Niagara Parks Commission to improve linkages between the Niagara Region's *transportation system* and the Niagara Park Commission's *transportation system*.

9.C Public Transit

Policy 9.C.1 Public transit will be a priority for transportation *infrastructure* planning and major transportation investments.

Policy 9.C.2 The Niagara Region supports the expansion of public transit across the region through:

a) Prioritizing investment in transit *infrastructure* to *strategic growth areas* to optimize return on investment and the efficiency and viability of existing and planned transit service levels;

b) Permitting *infrastructure,* including *municipal water and wastewater systems,* on lands adjacent to or near *settlement areas* for uses principle or ancillary to *frequent transit* or *higher order transit* facilities;

c) Improving linkages from nearby neighbourhoods to *major trip generators*, including: the Downtown St. Catharines *Urban Growth Centre*, locally designated *strategic growth areas*, *employment areas*, including tourism destinations, *public service facilities*, post-secondary institutions, and *major transit station areas*;

d) Providing transit linkages within and between *settlement areas* in and outside of the Region to increase the *modal share* of transit;

e) Improving accessibility to public transit;

f) Providing park-and-ride facilities that support *multimodal* travel by offering linkages to pedestrian and transit routes, *bicycle infrastructure*, and priority spaces for carpool and car-share vehicles;

g) Establishing fare and *transit service integration* between local agencies;

h) Considering the role public transit plays in reducing greenhouse gas emissions; and

i) Transit service(s) to areas that have achieved, or will be planned to achieve transit supportive residential, commercial, institutional and employment densities.

Policy 9.C.3 The Niagara Region will leverage public transit to promote *transit-supportive development.*

Policy 9.C.4 The Niagara Region will encourage the provision of *demand-responsive transit service*, where operationally and economically feasible, in local municipalities to serve low-density areas.

Policy 9.C.5 The Niagara Region supports *transit service integration* of municipal transit agencies to provide *frequent transit* service.

Policy 9.C.6 The Niagara Region will ensure *transit service integration* as part of the implementation of inter-municipal regional transit, and will work with transit operators, including the *Province* and Metrolinx, where applicable.

Policy 9.C.7 The Niagara Region will support transit investment for improved services to provide *multimodal* access to *major transit station areas* and reduce *modal share* by single-occupant vehicles.

Policy 9.C.8 The Niagara Region and its local municipalities should plan lands adjacent to or near existing and planned *frequent transit* **or** *higher order transit* facilities, including those within the *Greenbelt Area* where such lands have been approved through a Municipal Class Environmental Assessment, and where such lands are located within the *settlement area* boundary to:

a) provide *transit-supportive* uses that enable opportunities for improved *transit service integration***;**

b) facilitate *multimodal* connections that encourage a more evenly distributed *modal share***;** and

c) support *active transportation***.**

Policy 9.C.9 The Niagara Region will prioritize and expedite *higher order transit* connections to the Greater Toronto Hamilton Area (GTHA), to promote *intensification* and new employment markets.

Policy 9.C.10 The Niagara Region shall plan to ensure *higher order transit* facilities are supported by and serve adjacent *intensification areas* and new employment markets.

Policy 9.C.11 The Niagara Region will examine the feasibility of establishing a West Niagara Transit Terminal in order to facilitate *multimodal* connections within the Niagara Region and to the Greater Toronto Hamilton Area (GTHA).

Policy 9.C.12 Local municipalities shall develop secondary plans, or undertake an equivalent planning exercise with reference to the Province's Transit-Supportive Guidelines, to delineate *major transit station areas* for any confirmed or identified future potential *higher order transit* facility. These plans shall include policies that, where appropriate:

a) support *transit service integration*;

b) support the implementation of *active transportation-friendly* facilities;

c) provide for a diverse mix of uses;

d) prohibit land uses and a built form that would adversely affect the achievement of *transit-supportive* densities; and,

e) provide alternative *development* standards that promote *transit-supportive* uses and redevelopment.

Policy 9.C.13 The Niagara Region will work with the Province, local municipalities, and Metrolinx, where applicable, to support the integration of active transportation and public transit. Improvements may include: permitting bicycles on transit vehicles, providing bicycle racks on buses, and providing bicycle infrastructure at and to transit facilities, public and institutional areas, and employment areas.

9.D Active Transportation

Policy 9.D.1 The Niagara Region and local municipalities will ensure that comprehensive *active transportation* networks are integrated into *transportation systems* to enable safe and convenient inter- and intra-municipal travel for *active transportation* users.

Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region's Transportation Master Plan to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.

Policy 9.D.3 The Niagara Region will fund the implementation of the Strategic Cycling Network along Regional Roads through the Niagara Region's *public works projects* and other funding or cost-sharing opportunities.

Policy 9.D.4 The Niagara Region will support local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction.

Policy 9.D.5 Local municipalities are encouraged to develop Official Plan policies which support *bicycle infrastructure* to ensure a connected and extended bicycle network within the region.

Policy 9.D.6 Local municipalities are encouraged to establish *development* standards for *transit-supportive* uses within *strategic growth areas* that achieve *compact built forms* to promote *active transportation*.

Policy 9.D.7 The Niagara Region supports the re-purpose of abandoned rail and other linear corridors, including hydro corridors, for off-road trails and recommends that local municipalities consider various means to protect and/or acquire such corridors. The Niagara Region will require early pre-consultation with relevant stakeholders, including TransCanada Pipeline or its designated representative, in the acquisition of abandoned rail and other linear corridors.

Policy 9.D.8 The Niagara Region will work with the Ministry of Transportation and other stakeholders for the provision of *active transportation* infrastructure across the QEW, 400 Series Highways, and other highways.

Policy 9.D.9 The Niagara Region will work with the Niagara Escarpment Commission, local municipalities, property owners, and other stakeholders, where applicable, to protect a continuous pedestrian route generally following the Bruce Trail along the Niagara Escarpment. The role and function of off-road-trails within the Niagara Escarpment Planning Area will be subject to the policies of the Niagara Escarpment Plan.

Policy 9.D.10 The Niagara Region will implement the recommendations of the Transportation Demand Management Study with respect to *active-transportation friendly* facilities.

Policy 9.D.11 The Niagara Region will have regard to the Niagara Region's Wayfinding Signage for Cyclists Guidelines as part of the design, refurbishment or reconstruction of Regional Roads.

Policy 9.D.12 The Niagara Region will develop guidelines for local Official Plans and Zoning By-laws that outline minimum provisions for accommodating *active transportation-friendly* facilities in new *development*, redevelopment, and *public work projects*.

9.E Complete Streets

Policy 9.E.1 The Niagara Region's *Complete Streets Design Guidelines* shall be used in the design, refurbishment, or reconstruction of the Niagara Region's *transportation system* to ensure the needs and safety of all road users are considered and appropriately accommodated.

Policy 9.E.2 The Niagara Region shall ensure that the Niagara Region's *Complete Streets Design Guidelines* is included as a reference document within the Request for Proposal (RFP) process for Municipal Class Environmental Assessments.

Policy 9.E.3 Local municipalities shall include policies within Official Plans that ensure that a *complete streets* approach is used in the design, refurbishment, or reconstruction of their planned or existing street network.

Policy 9.E.4 In the absence of local *complete street* guidelines, local municipalities shall refer to the Niagara Region's *Complete Streets Design Guidelines* for the design, refurbishment or reconstruction of their existing and planned local street network.

Policy 9.E.5 *Complete streets* elements within local jurisdiction shall be maintained by the *local municipality*.

9.F The Regional Road System

Policy 9.F.1 As conditions of the approval of a *development* application:

a) The Niagara Region may acquire from the landowner land required for the *road allowance* as identified in Table 9-1 at no cost to the Region free of all encumbrance, encroachments, and improvements unless otherwise agreed to by the Region; and,

b) The Niagara Region is to be provided with a certificate of an Ontario Land Surveyor noting that all legal survey documentation on the widened *road allowance* is in place.

Policy 9.F.2 The Niagara Region shall require the conveyance of land, at no cost to the Region, as condition of the approval of a *development* application, beyond the designated *road allowance* widths identified in Table 9-1, to accommodate items such as sight triangles, turning lanes, channelization, grade separations, traffic control devices, rapid transit, public transit facilities and rights-of-way, *active transportation* facilities cuts, fills and storm drainage requirements, as required to meet accepted/current engineering design criteria/standards. These do not require an amendment to this Plan.

Policy 9.F.3 Land for Regional Road widenings will be required equally from both sides of the centreline of the designated Regional Road unless existing land uses, topographic features or other physical or environmental constraints necessitate taking greater widening on one side than the other.

Policy 9.F.4 The Niagara Region may acquire, at its own expense, additional land that exceeds the *road allowance* widths identified in Table 9-1, without an amendment to this Plan.

Policy 9.F.5 The Niagara Region will consider the need for noise mitigation measures to address traffic noise from Regional Roads, where required, premised on noise study recommendations per Ministry of the Environment, Conservation, and Parks guidelines for the following situations:

a) New *development* adjacent to a Regional Road; or,

b) Impact of noise generated by increased traffic on Regional Roads adjacent to established *development*.

Policy 9.F.6 As part of the *development* application process, a *road allowance* not yet owned by the Niagara Region and identified in the Niagara Region's Transportation Master Plan should be protected in the following cases:

a) A local street that could be ultimately assumed by the Region; and,

b) Plans for the extension of an existing *road allowance*.

Policy 9.F.7 The Niagara Region will have regard to the Niagara Region's Model Urban Design Guidelines, *Complete Streets Design Guidelines*, and Wayfinding Signage for Cyclists Guidelines when providing comments on *development* applications located along Regional Roads.

Policy 9.F.8 The Niagara Region will plan and protect rights-of-way for the Niagara Region's *transportation system, major goods movement facilities and corridors, active transportation* corridors and transit facilities to meet current and projected needs, while ensuring that *development* is not permitted in *planned corridors* that could preclude or negatively affect the purposes of the corridor.

Policy 9.F.9 Local municipalities, in consultation with the Niagara Region and the *Province*, shall develop official plan policies that provide protection for *planned corridors* to ensure that decisions on *development* applications will not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

Policy 9.F.10 The Niagara Region will encourage the co-location of linear *infrastructure* along Regional Roads, where applicable.

Policy 9.F.11 The Niagara Region will consider the separation of transportation modes within corridors.

Policy 9.F.12 As part of the construction, optimization, or expansion of transportation *infrastructure* within the Niagara Region's *agricultural area* and *natural heritage system*, the Niagara Region will require, where applicable:

a) the preparation of an agricultural impact assessment, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the agricultural system have been avoided or, if avoidance is not possible, minimized, and, to the extent feasible, mitigated; and/or

b) the preparation of an environmental impact study, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the *natural heritage system*, key natural heritage features, key hydrologic features and key hydrologic areas have been avoided or, if avoidance is not possible, minimized, and to the extent feasible, mitigated.

Policy 9.F.13 The Niagara Region and local municipalities shall conform to National Energy Board regulations and provisions in relation to the requirements for *development* within proximity to its pipelines and corridors.

Policy 9.F.14 The Niagara Region's transportation system will be implemented as per the recommended actions and schedules of the Niagara Region Transportation Master Plan.

9.G Transportation Demand Management

Policy 9.G.1 The Niagara Region will develop and implement a Transportation Demand Management (TDM) Study that is consistent with the recommendations of the Niagara Region's Transportation Master Plan and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe.

Policy 9.G.2 Local municipalities shall develop and implement *TDM* policies to be incorporated into local official plans that are consistent with the future Niagara Region's TDM Study.

9.H Goods Movement

Policy 9.H.1 The Niagara Region, in partnership with local municipalities, will develop and implement a Goods Movement Study that is consistent with the recommendations of the Niagara Region's Transportation Master Plan and the Province's Freight-Supportive Guidelines. The Goods Movement Study will take advantage of cross-border trade opportunities, including the Foreign Free Trade Zone, support employment activity, and maximize the use of the Gateway Economic Zone and Gateway Economic Centre.

Policy 9.H.2 The Niagara Region and its local municipalities will ensure the protection of lands adjacent to or near major goods movement facilities and corridors**,** including those outside of *settlement areas* and/or within the *Greenbelt Area* for the expansion of *infrastructure* and uses ancillary to that of the principle major goods movement facility and/or corridor use while**:**

a) requiring a Municipal Class Environmental Assessment to demonstrate the need and alternative options for the infrastructure required for the expansion;

b) avoiding specialty crop areas, and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative for the location of the infrastructure as determined through the applicable Municipal Class Environment Assessment;

c) avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts to the agricultural system or other sensitive land uses vulnerable to encroachment; and

d) requiring an agricultural impact assessment during instances where infrastructure or uses are proposed within, adjacent to, or near the Greenbelt Area or agricultural system.

Policy 9.H.3 The Niagara Region and its local municipalities will ensure that *development* of lands adjacent to or near *major goods movement facilities and corridors* will be compatible with the

goods movement function of those facilities and be designed to avoid, mitigate or minimize negative impacts on and from the facilities and corridors.

Policy 9.H.4 The Niagara Region will support the implementation of a *multimodal transportation system*, which accommodates the movement of goods, where identified through the Goods Movement Study.

Policy 9.H.5 The Niagara Region will work with the *Province*, local municipalities, agencies, and transportation service providers to implement a *transportation system* which is able to accommodate agricultural vehicles and equipment, where appropriate.

Policy 9.H.6 The Niagara Region will continue to advocate for highway capacity improvements to address inter-regional and international trade related demands for the purposes of goods movement.

Policy 9.H.7 The Niagara Region will consider, where possible, the protection of abandoned rail corridors for future *freight-supportive* activity.

Table 9-1 Road Allowance Widths

Town of Fort Erie

Regional Road Number	Road Name	Segment	Width in Metres
1	Dominion Road	Gorham Road – Lakeshore Road	20.1
3	Garrison Road	Rosehill Road – Central Avenue	30.5
19	Gilmore Road	QEW – Thompson Road	30.5
		Thompson Road – Concession Road	26.2
		Concession Road – Niagara Boulevard	23.2
21	Bowen Road	Stevensville Road – Thompson Road	26.2
	Phipps Street	Thompson Road – Niagara Parkway	20.1
25	Netherby Road	Montrose Road – QEW	30.5
		QEW – Niagara Parkway	26.2
116	Stevensville Road	Carver Street – CP Railway	20.1
	Stevensville Road / Sodom Road	C.P. Railway – North Limit of Fort Erie	26.1
122	Helena Street / Thompson Road	Dominion Road – Phipps Street	26.2
124	Central Avenue	Lakeshore Road – Niagara Parkway	26.2

Table 9-1 Road Allowance Widths

Town of Grimsby

Regional Road Number	Road Name	Segment	Width in Metres
10	Casablanca Boulevard	Main Street West – QEW	26.2
12	Mountain Road	Mud Street – Ridge Road East	26.2
	Mountain Road	Ridge Road East – Main Street West	20.1
	Christie Street	Main Street West - QEW	26.2
	Christie Street	QEW – Olive Street	30.5
14	Park Road / Bartlett Avenue	East of Park Road South – Main Street East	39.6
	Bartlett Avenue	Main Street East – Central Avenue	35.4
39	QEW North Service Road	West Limit of Grimsby – Olive Street	26.2
40	QEW South Service Road	West Limit of Grimsby – East Limit of Grimsby	26.2
73	Mud Street West and East	West Limit of Grimsby – East Limit of Grimsby	26.2
81	Main Street West	West Limit of Grimsby – Casablanca Boulevard	26.2
		Casablanca Boulevard – Robinson Street	20.1
		Robinson Street – East Limit of Grimsby	26.2
512	Livingston Avenue	Oakes Road – Casablanca Boulevard	30.5
		Casablanca Boulevard – Main Street West	26.2

Table 9-1 Road Allowance Widths

Town of Lincoln

Regional Road Number	Road Name	Segment	Width in Metres
18	Mountain Road / Ontario Street	Fly Road – QEW South Service Road	26.2
24	Vineland Townline Road	Twenty Mile Road – Ninth Avenue	30.5
	Victoria Avenue	King Street – Fourth Avenue	26.2
		Fourth Avenue – QEW South Service Road	20.1
26	Jordan Road	King Street – Fourth Avenue	30.5
		Fourth Avenue – QEW South Service Road	26.2
39	QEW North Service Road	West Limit of Lincoln to East Limit of Lincoln (discontinuous)	26.2
40	QEW South Service Road	West Limit of Lincoln to East Limit of Lincoln (discontinuous)	26.2
69	Twenty Mile Road	South Limit of Lincoln – Vineland Townline Road	26.2
	Twenty Mile Road / Pelham Road	South Limit of Lincoln – Ninth Street	26.2
	Pelham Road	Ninth Street – East Limit of Lincoln	20.1
73	Fly Road	West Limit of Lincoln – Victoria Avenue	26.2
77	Fourth Avenue	Jordan Road – East Limit of Lincoln	20.1
81*	King Street	West Limit of Lincoln – Lincoln Avenue	26.2
		Lincoln Avenue – Bartlett Road	20.1

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
		Bartlett Road – Rittenhouse Road	26.2
		Rittenhouse Road – Orchard Avenue	20.1
		Orchard Avenue – East Limit of Lincoln	26.2
669	Eighth Avenue	Victoria Avenue – Twenty Road	26.2

*Regional Road 81 shall be subject to further study before any road reconstruction.

Table 9-1 Road Allowance Widths

City of Niagara Falls

Regional Road Number	Road Name	Segment	Width in Metres
20	Lundy's Lane	West Limit of Niagara Falls – Garner Road	35.0
		Garner Road – Main Street	26.2
	Ferry Street	Main Street – Stanley Avenue	23.2
25	Netherby Road	West Limit of Niagara Falls – Montrose Road	30.5
27	Schisler Road	West Limit of Niagara Falls – Misener Road	30.5
		Misener Road – Montrose Road	26.2
43	Bridge Street	Stanley Avenue – Victoria Avenue	20.1
		Victoria Avenue – River Road	23.2
47	Lyon's Creek Road	Montrose Road – Sodom Road	26.2
49	McLeod Road	Oakwood Drive – Marineland Parkway	30.5
	Marineland Parkway	McLeod Road – Stanley Avenue	30.5
57	Thorold Stone Road	West Limit of Niagara Falls – Garner Road	42.0
		Garner Road – Stanley Avenue	26.2
61	Niagara Townline Road	St. Paul Avenue – Stanley Avenue	26.2
63	Chippawa Creek Road	West Limit of Niagara Falls – Montrose Road	26.2
70	Thorold Townline Road	Brown Road – Taylor Road	26.2

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
70	Taylor Road	Thorold Townline Road – North Limit of Niagara Falls	26.2
98	Montrose Road / Schihl Road	Southern Limit of Niagara Falls – Welland River	26.2
	Montrose Road	Welland River – McLeod Road	30.5
		McLeod Road – Kalar Road	26.2
	Kalar Road	Montrose Road – Mountain Road	26.2
	Niagara Square Drive	Montrose Road – McLeod Road	To be determined.
100	St. Paul Street	North Limit of Niagara Falls – Mountain Road	26.2
101	Mountain Road	Beechwood Road – Portage Road	26.2
	Portage Road	Mountain Street – Stanley Avenue	26.2
102	Stanley Avenue	Lyons Creek Road – Highway 420	30.5
		Highway 420 – Niagara Townline Road	26.2
116	Sodom Road	South Limit of Niagara Falls – Main Street	26.2
420	Roberts Road	Stanley Avenue – Falls Road	41.2

Table 9-1 Road Allowance Widths

Town of Niagara-on-the-Lake

Regional Road Number	Road Name	Segment	Width in Metres
55	Niagara Stone Road	York Road – Concession Six Road	26.2
		Concession Six Road – Field Road	20.1
		Field Road – Mary Street	26.2
58	Homer Road	Glendale Avenue – QEW South Service Road	30.5
61	Niagara Townline Road / Portage Road	Four Mile Creek Road – Niagara Parkway	26.2
70	Taylor Road	South Limit of Niagara-on-the-Lake – Glendale Avenue	26.2
		Glendale Avenue – York Street	30.5
81	York Road	West Limit of Niagara-on-the-Lake – Niagara Parkway	26.2
83	Carlton Street	Seaway Haulage Road – Niagara Stone Road	26.2
86	Stewart Road	Lakeshore Road – Carlton Street	20.1
		Carlton Street – Niagara Stone Road	26.2
87	Lakeshore Road	Read Road – East and West Line	26.2
		East and West Line – Mississauga Road	20.1
89	Glendale Avenue	West Limit of Niagara-on-the-Lake – Taylor Road	36.6
90	Airport Road	York Road – Niagara Stone Road	26.2
100	Four Mile Creek Road	South Limit of Niagara-on-	26.2

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
		the-Lake – Johanna Drive	
		Johanna Drive - :Line Nine Road	20.1
		Line Nine Road – Line Two Road	26.2
		Line Two Road – Niagara Stone Road	20.1

Table 9-1 Road Allowance Widths

Town of Pelham

Regional Road Number	Road Name	Segment	Width in Metres
20*	Highway 20	West Limit of Pelham – Lookout Street	35.0
		Lookout Street – Haist Street	26.2
		Haist Street – Station Street	20.1
		Station Street – East Limit of Pelham	35.0
24	Vineland Townline Road	South Limit of Pelham – North Limit of Pelham	30.5
29	Webber Road	Vineland Townline Road – Murdock Street	30.5
54	Rice Road	South Limit of Pelham – Highway 20	26.2
69	Twenty Road	Vineland Townline Road – North Limit of Pelham	26.2
529	River Road	Airport Entrance – Effingham Street	26.2
	Effingham Street	River Road – Webber Road	26.2
627	O'Rielly's Road	South Limit of Pelham – River Road	26.2

* Regional Road 20 is under the jurisdiction of Niagara Region, but retains the name Highway 20.

Table 9-1 Road Allowance Widths

City of Port Colborne

Regional Road Number	Road Name	Segment	Width in Metres
3	Main Street West	West Limit of Port Colborne – West Side Road	34.7
		West Side Road – Welland Canal	20.1
		Welland Canal – Highway 3	20.1
3A	Mellanby Avenue	Main Street West – Welland Street	20.1
	Welland Street	Mellanby Avenue – Main Street East	20.1
5	Killaly Street	Main Street West – Mellanby Avenue	To be determined
84	Miller Road	Main Street – Townline Tunnel Road	26.2
98	Wilhelm Road	Highway 3 – Forks Road	26.2
	Forks Road / Schihl Road	Wilhelm Road – North Limit of Port Colborne	26.2

Table 9-1 Road Allowance Widths

City of St. Catharines

Regional Road Number	Road Name	Segment	Width in Metres
28	Fifth Street Louth	Pelham Road – St. Paul Street West	20.1
34	Seventh Street Louth	St. Paul Street West – Lakeshore Road	20.1
38	Martindale Road	Fourth Avenue – Lakeshore Road	26.2
39	QEW North Service Road	West Limit of St. Catharines – Third Street Louth	26.2
40	QEW South Service Road	West Limit of St. Catharines – Martindale Road	26.2
42	Ontario Street	St. Paul Street – King Street	23.2
		King Street – Carlton Street	20.1
		Carlton Street – Lakeport Road	26.2
46	Geneva Street	Westchester Crescent – St. Paul Street	26.2
48	Niagara Street	Geneva Street – Church Street	20.1
		Church Street – Lakeshore Road	26.2
50	Glenridge Avenue	St. David's Road – Shaver Hospital Entrance	26.2
		Shaver Hospital Entrance – Lockhart Drive	20.1
		Lockhart Drive – Riverview Boulevard	33.5
		Riverview Boulevard – Edgedale Road	23.7
		Edgedale Road – Westchester Crescent	20.1

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
56	Burleigh Hill Drive	St. David's Road – Glendale Avenue	To be determined.
69	Pelham Road	West Limit of St. Catharines – Glendale Avenue	26.2
71	St. David's Road	Merrittville Highway – Highway 406	26.2
72	Louth Street	Pelham Road – St. Paul Street West	20.1
		St. Paul Street West – CN Railway	26.2
		CN Railway –Fourth Avenue	21.6
77	Fourth Avenue	West Limit of St. Catharines – Third Street Louth	20.1
		Third Street Louth – First Street Louth	30.5
		First Street Louth – Martindale Road	35.0
		Martindale Road – Highway 406	36.0
	Welland Avenue	Highway 406 – Ontario Street	26.2
		Ontario Street – Geneva Street	20.1
		Geneva Street – Dunkirk Road	26.2
81*	St. Paul Street West / St. Paul Street	West Limit of St. Catharines – William Street	26.2
	Queenston Street	Eastchester Avenue – Cushman Road	20.1
		Cushman Road – East Limit of St. Catharines	26.2
83	Carlton Street	Ontario Street – Niagara	20.1

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
		Street	
		Niagara Street – East Limit of St. Catharines	26.2
87	Lakeshore Road / Main Street**	Seventh Street Louth – Lock Street	20.1
	Lock Street	Main Street – Lakeport Road	20.1
	Lakeport Road	Lock Street – Ontario Street	26.2
	Lakeshore Road	Lakeport Street – Read Road	26.2
89	Glendale Avenue	Pelham Road – Marsdale Drive	36.6
		Marsdale Drive – East Limit of St. Catharines	26.2
91	Westchester Avenue	St. Paul Street – Queenston Street	26.2
581	Church Street	Geneva Street – Niagara Street	26.2
681	William Street	King Street – St. Paul Street	20.1
	King Street	Ontario Street – William Street	26.2

* Regional Road 81 shall be subject to further study before any road reconstruction.

** Lakeshore Road between Seventh Street and Courtleigh Street is identified for special study to determine the improvements that could be made to facilitate bicycling.

Table 9-1 Road Allowance Widths

City of Thorold

Regional Road Number	Road Name	Segment	Width in Metres
20*	Highway 20	West Limit of Thorold / Provincial Highway 20 – East Limit of Thorold	35.0**
37	Merritt Road	Niagara Street – Highway 406	35.0
50	Merrittville Highway	South Limit of Thorold – St. David's Road	26.2
56	Collier Road	Beaverdams Road – Confederation Avenue	To be determined.
		Confederation Avenue – St. David's Road	To be determined.
63	Chippawa Creek Road	Allanport Road – East Limit of Thorold	26.2
67	Beaverdams Road	Merrittville Highway – Collier Road	26.2
		Collier Road – Pine Street	23.2
	Pine Street	Beaverdams Road – Highway 58	20.1
70	Thorold Townline Road	Chippawa Creek Road – Taylor Road	26.2
71	St. David's Road	Merrittville Highway – Highway 406	26.2
82	Allanport Road	Chippawa Creek Road – Highway 20	26.2
84	Moyer Road	Welland River – Chippawa Creek Road	30.5

* Regional Road 20 is under the jurisdiction of Niagara Region but retains the name Highway 20.

** Detailed road design may suggest that, on occasion, the road allowance width may be less than 35 metres.

Table 9-1 Road Allowance Widths

Township of Wainfleet

Regional Road Number	Road Name	Segment	Width in Metres
3	Lakeshore Road	West Limit of Wainfleet – Station Road	20.1
	Station Road	Lakeshore Road – Concession Road 1	26.2
	Concession Road 1	Station Road – Highway 3	26.2
4	Wellandport Road	Highway 3 – Creek Road	26.2
7	Marshagan Road	West Limit of Wainfleet – Creek Road	26.2
15	Robinson Road	West Limit of Wainfleet – Canborough Road	26.2
23	Forks Road	Highway 3 – East Limit of Wainfleet	30.5
24	Vineland Townline Road	Highway 3 – North Limit of Wainfleet	30.5
27	River Road	North Limit of Wainfleet – East Limit of Wainfleet	26.2
45	Creek Road	Canborough Road – River Road	20.1
63	Canborough Road	West Limit of Wainfleet – Welland River (north limit of Wainfleet)	26.2
627	O'Riellys Road	River Road – North Limit of Wainfleet	26.2

Table 9-1 Road Allowance Widths

City of Welland

Regional Road Number	Road Name	Segment	Width in Metres
23	Forks Road	West Limit of Welland – Highway 58	26.2
25	Netherby Road	Doan's Ridge Road – East Limit of Welland	30.5
27	Riverside Drive	West Limit of Welland – Lincoln Street	26.2
		Lincoln Street – Prince Charles Drive	20.1
	West Main Street	Prince Charles Drive – King Street	20.1
	East Main Street	King Street – Ross Street	20.1
		Ross Street – Wellingston Street	26.2
		Highway 140 – Moyer Road	36.6
		Moyer Road – East Limit of Welland	26.2
	Eastbound Ramp from Moyer Road	Regional Road 84 to Regional Road 27 Eastbound	35
29	Webber Road	Murdock Street – Riverside Drive	36.6
	Lincoln Street	Riverside Drive – Prince Charles Drive	26.2
33	Humberstone Road	Highway 58 - Feeder Road	To be determined.
36	South Pelham Road	Webber Road – Woodlawn Road	26.2
41	Woodlawn Road	South Pelham Road – Seaway Mall Entrance	26.2
		Seaway Mall Entrance – Highway 406	35.0

Table 9-1 Road Allowance Widths

Regional Road Number	Road Name	Segment	Width in Metres
50	Niagara Street	West Main Street – Thorold Road	23.2
		Thorold Road – North Limit of Welland	26.2
54	Prince Charles Drive South	Highway 58 – Lincoln Street	30.5
	Prince Charles Drive North / Rice Road	Lincoln Street – Woodlawn Road	26.2
	Rice Road	Woodlawn Road – North Limit of Welland	26.2
68	King Street	Division Street East – East Main Street	23.2
84	Miller Road	Townline Tunnel Road – Netherby Road	26.2
	Doan's Ridge Road	Netherby Road – East Main Street	26.2
	Moyer Road	East Main Street – Welland River	30.5
525	Townline Tunnel Road	Highway 140-Netherby Road	36.6
	Keefer Road	Townline Tunnel Road – Miller Road	35.0
527	Division Street	West Main Street – Burgar Street	20.1

Table 9-1 Road Allowance Widths

Township of West Lincoln

Regional Road Number	Road Name	Segment	Width in Metres
2	Caistorville Road	South Limit of West Lincoln – Bismark Road	26.2
9	York Street	West Limit of West Lincoln – Caistorville Road	26.2
12	Grimsby Road	Highway 20 – North Limit of West Lincoln	26.2
14	Smithville Road / Townline Road	West Limit of West Lincoln – Canborough Street	26.2
	Canborough Street / Station Street / Thirty Road	Townline Road – North Limit of West Lincoln	26.2
20	Highway 20* / West Street	West Limit of West Lincoln – South Grimsby Road 5	35.0
	West Street / Giffen Road / St. Catharines Street	South Grimsby Road 5 – Townline Road	20.1
	Highway 20*	Townline Road – East Limit of West Lincoln	35.0
24	Vineland Townline Road	South Limit of West Lincoln – North Limit of West Lincoln	30.5
27	Wellandport Road	Highway 20* – South Limit of West Lincoln	26.2
63	Canborough Road	South Limit of West Lincoln – Vineland Townline Road	26.2
65	Bismark Road	West Limit of West Lincoln – Wellandport Road	26.2
69	Twenty Mile Road	Highway 20* - Vineland Townline Road	26.2
73	Mud Street West and East	West limit of West Lincoln – East Limit of West Lincoln	26.2

* Regional Road 20 is under the jurisdiction of Niagara Region but retains the name Highway 20.

Table 9-1 Road Allowance Widths

Minimum Sight Triangle Requirements

Regional Intersection Types	Minimum Sight Triangle Dimension Requirements
Urban (signalized)	10 metres x 10 metres
Urban (non-signalized)	6 metres x 6 metres
Rural	15 metres x 15 metres

creative niagara

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10. Creative Niagara

In a global world, place making has become more, not less, important. People want to live in distinctive places with unique characteristics and identities. Authenticity and appeal of place underpin the ability of communities to attract and retain residents, visitors, businesses and creative workers alike. Thus, the attraction of place impacts the diversity and viability of local and regional economies.

In this context Niagara is blessed as an area with great history, unique cultural assets, unrivalled landscapes and natural resources. It has an enviable and unique mix of very different communities and places spread over a largely rural landscape including urban centres with an industrial heritage, tourist centres, small towns and *rural areas*.

In recognition of the interrelated nature of culture, the Niagara Region supports and implements the Niagara Culture Plan by including policies and objectives into this plan that: support Creative People as the drivers of a Creative Economy; support Creative Places through land use planning policies and *infrastructure development*; and promote awareness, understanding and appreciation of the Creative Identity of Niagara that adds cultural vibrancy, and enhances both the pride in our individual communities and a shared sense of identity in Niagara.

10.A Creative Niagara

10.A.1 Objectives

Objective 10.A.1.1 To value our cultural assets as essential to the quality of life in Niagara Region and enhance our reputation as a place where people want to live, learn, work, play, create and invest.

10.B Creative People as the drivers of a Creative Economy

Increasingly, businesses and governments are recognizing the powerful role that creativity plays in driving the economy. By strengthening the creative cultural sector and creative cultural workforce the Region aims to enable the sector to maximize its contribution to Niagara's economic health.

10.B.1 Objectives

Objective 10.B.1.1 To support cultural assets, *creative cultural industries* and cultural workforce as drivers in building a creative economy.

Objective 10.B.1.2 To permit a wide range of cultural assets and *creative cultural industries* in locations throughout the Region.

Objective 10.B.1.3 To work collaboratively with local municipalities, businesses and community partners to advance an economic and land use agenda to support cultural assets and *creative cultural industries*.

10.B.2 Policies

Policy 10.B.2.1 The Region recognizes its cultural asset mapping as an important tool and indicator of the role culture plays in advancing the quality of life, economy and identity of all Niagara residents.

Policy 10.B.2.2 The Region encourages local municipalities to utilize cultural asset mapping initiated by the Region to further investigate and define local cultural assets and significant *cultural clusters* and to build a supportive local planning policy framework in partnership with the cultural community and other partners.

Policy 10.B.2.3 The Region will undertake an economic impact assessment to characterize and define the value of culture to Niagara's economy. Amendments to the Regional Official Plan may be required to incorporate the findings and support the priority areas defined therein.

Policy 10.B.2.4 Through collaboration with the local municipalities, the Region may develop supportive research, guidelines, or model policies to support local municipalities in their approach to the identification of locally significant *cultural clusters* and the *development* of locally appropriate planning tools to support the incubation of ideas, innovation and *development* of new products.

Policy 10.B.2.5 The Region will encourage partnerships to create additional cultural workforce opportunities through support for *creative cultural industries*.

Policy 10.B.2.6 The Region will encourage and support enhanced education and training opportunities including the identification of skills relevant to the cultural workforce and various opportunities to partner to enhance those skills. These opportunities could include but shall not be limited to:

a) formal education opportunities;

b) peer-to-peer learning;

c) mentorships;

d) job placements;

e) professional *development* and internships;

f) education regarding planning tools used to support cultural *development*.

Policy 10.B.2.7 Local municipalities through their Official Plans and Zoning By-laws should define and categorize *creative cultural industries* in *Urban Areas* to address, among other local issues, the following:

a) The appropriate size, scale and location of *creative cultural industries*;

b) The appropriate location for live-work spaces with a focus on *adaptive re-use*, *brownfield* and *greyfield* remediation;

c) The relationship between *creative cultural industries* and downtowns; and

d) The appropriate use of employment lands for *creative cultural industries*

Policy 10.B.2.8 *Creative cultural industries* that may not be directly related to agriculture but benefit from a farm location and are consistent with the farm diversification policies and definition in this Plan may be recognized and regulated in *Agricultural Areas* by the *local municipality*. Any activity considered under this policy shall be subject the following:

a) The scale of the operation is limited and appropriate to the site and surrounding area;

b) The use has minimal impact on, does not interfere with and is compatible with the surrounding agricultural and rural uses;

c) The use is serviced by sustainable private services;

d) The use does not cause off site impacts related to *infrastructure* or transportation/traffic;

e) The use does not take farmland out of production; and,

f) The use complies with all other applicable provisions of the Regional Official Plan.

Policy 10.B.2.9 Lot creation to accommodate *creative cultural industries* in *Agricultural Areas* is not permitted.

Policy 10.B.2.10 Local municipalities are encouraged to develop Official Plan policies for Rural and Hamlet/Village areas to support the rural creative economy. These policies should identify Hamlets/Villages as the potential location of tourism related activities and small-scale *creative cultural industries* while also preserving the rural character and community fabric.

10.C Creative Places

The story of Niagara region can be found in thousands of places and spaces that represent its historical and contemporary identity. The Region recognizes these assets are a physical representation of Niagara's unique characteristics. These places and spaces should be recognized for the critical role they play in creating a sense of place and improving quality of life for residents and visitors.

10.C.1 Objectives

Objective 10.C.1.1 To support the identification and conservation of significant *built heritage resources*, significant *cultural heritage landscapes* and *archaeological resources* and areas of archaeological potential.

Objective 10.C.1.2 To recognize the aesthetic, cultural, and economic value of open space, parks and recreation opportunities that meet the leisure needs and desires of present and future residents and visitors.

Objective 10.C.1.3 To recognize the vital role that *community infrastructure* plays in nurturing Niagara's cultural potential, improving quality of life, and the health and well-being of residents and visitors.

Objective 10.C.1.4 To recognize the importance of quality design and its role in reinvigorating and enhancing Niagara and Niagara's economy.

Objective 10.C.1.5 To conserve significant *built heritage resources* and *cultural heritage landscapes* within the unique community context of every site.

10.C.2 Policies

10.C.2.1 Built Heritage Resources, Cultural Heritage Landscapes and Archaeological Resources

Policy 10.C.2.1.1 Significant *built heritage resources* and *cultural heritage landscapes* shall be *conserved* using the provisions of the **Heritage Act**, the **Planning Act**, the **Environmental Assessment Act**, the **Funeral, Burial and Cremations Act** and the **Municipal Act**.

Policy 10.C.2.1.2 The Region shares an interest in the protection and conservation of significant *built heritage resources* and encourages local municipalities to develop policies to protect and conserve locally significant *built heritage resources* and to utilize its authority under the **Ontario Heritage Act** to designate individual properties, *cultural heritage landscapes* and heritage conservation districts that are of cultural heritage value or interest.

Policy 10.C.2.1.3 Municipalities are encouraged to establish a Municipal Heritage Committee (MHC) to advise and assist Council on matters related to Parts IV and V of the **Ontario Heritage Act**. Local Councils may

expand the role of this committee to advise and assist Local Councils on other matters of cultural heritage conservation.

Policy 10.C.2.1.4 Public works projects and plans undertaken or reviewed by the Region, where in the vicinity of significant built and/ or *cultural heritage landscapes* will be designed in a sensitive manner and will provide appropriate mitigation measures in both design and location to conserve, enhance and complement the existing significant built and/ or cultural heritage resources.

Policy 10.C.2.1.5 Where *development*, *site alteration* and/ or a public works project is proposed on or *adjacent* to a significant built heritage resource(s) or *cultural heritage landscapes* , a heritage impact assessment will be required. The findings of the assessment shall include recommendations for design alternatives and satisfactory measures to mitigate any negative impacts on identified significant heritage resources.

Policy 10.C.2.1.6 The Region encourages local municipalities to establish *Cultural Heritage Landscapes* policies in their official plans and identify Significant *Cultural Heritage Landscapes* for designation. The purpose of this designation is to conserve groupings of features (buildings, structures, spaces, archaeological sites and natural elements) with *heritage attributes* that, together form a significant type of heritage form, distinctive from that of its constituent elements or parts.

Policy 10.C.2.1.7 The local municipalities shall adopt official plan policies to conserve significant cultural heritage resources and ensure that *development* and *site alteration* on *adjacent* lands to protected properties will conserve the *heritage attributes* of the protected heritage property.

Policy 10.C.2.1.8 The Region will assist local municipalities with the preparation of Cultural Heritage Landscape Conservation Plans for Significant *Cultural Heritage Landscapes* that cross municipal boundaries or are of Regional interest.

Policy 10.C.2.1.9 The Region, in collaboration with local municipalities, will prepare and maintain a Regional Implementation Guideline for Significant Cultural Heritage Landscape Conservation.

Policy 10.C.2.1.10 The Region will assist local municipalities in preparing Archaeological Management Plans where desirable, that include information mapping, and an associated Implementation Guideline. The Master Plans will contain information on the methods used to determine areas of archaeological potential and confirm the archaeological review process. Areas of archaeological potential will be determined through the use of provincial screening criteria, or criteria developed by a licensed consultant archaeologist based on the known archaeological record of the municipality and its

surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use.

Policy 10.C.2.1.11 Where an Archaeological Management Plan has not been completed the Region and local municipalities will require applicants to submit an archaeological assessment, should it be determined that the site meets the provincial and federal criteria for determining areas of archaeological potential. Archaeological assessment reports prepared by licensed consultant archaeologists based on clear, reasonable and attainable standards and guidelines as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the **Ontario Heritage Act**.

Policy 10.C.2.1.12 A marine archaeological assessment shall be conducted by a licensed marine archaeologist pursuant to the **Ontario Heritage Act** if partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value are identified and impacted by shoreline and waterfront *development*s.

Policy 10.C.2.1.13 *Development* and *site alteration* shall only be permitted on lands containing *archaeological resources* or areas of archaeological potential if the significant *archaeological resources* have been *conserved* by removal and documentation, or by preservation on site. Where significant *archaeological resources* must be preserved on site, only *development* and *site alteration* which maintain the heritage integrity of the site will be permitted.

10.C.2.2 Community Infrastructure

Policy 10.C.2.2.1 Local Municipalities, with support from the Region, are encouraged to identify areas of their municipality that are underserved by *community infrastructure* and develop policies, and incentives to enhance access to *community infrastructure* in accordance with the Regional Official Plan.

Policy 10.C.2.2.2 The Region encourages and promotes the shared use of schools, parks, community facilities and public open space.

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10.C.2.3 Design

Policy 10.C.2.3.1 The Region supports the use of planning tools, such as Model Urban Design Guidelines, Alternative *Development* Standards, *Development* Permit Systems or Community Improvement Plans to encourage community design that support cultural objectives.

Policy 10.C.2.3.2 The Region and local municipalities will ensure that new public and private facilities are designed in accordance with the **Accessibility for Ontarians with Disabilities Act** and other applicable Provincial legislation.

Policy 10.C.2.3.3 When developing or redeveloping leased, operated or owned facilities (buildings or structures) the Region will consider and apply the Region's Model Urban Design Guidelines and Facility Accessibility Design Standards.

Policy 10.C.2.3.4 The Region, in cooperation with the local municipalities, will update its Model Urban Design Guidelines to enhance the guidelines to incorporate cultural elements as defined in the Culture Plan.

Policy 10.C.2.3.5 Local municipalities will support the enhancement of *creative cultural industries* and creative places by:

a) Strengthening the identity and distinct nature of individually identified locally significant *cultural clusters* through the *development* of unique and recognizable thematic designs;

b) Incorporating public art in public facilities at the time of design, redesign or construction;

c) Developing partnerships with the cultural and business community to establish temporary gallery space in prominent downtown locations or in locally significant *cultural clusters*;

d) Supporting the use of public spaces such as parks, parking areas, roads, squares and other municipal property as non-traditional performance spaces.

Policy 10.C.2.3.6 The Region will encourage and enable input from residents, visitors and the cultural community in Regional facility design as well as the purchase and installation of public art.

10.D Creative Identity

Niagara's culture is much larger than the built and natural heritage, art and creative industries. It also includes many intangible assets which are the unique stories and traditions that define a community's identity and create a sense of place. These assets are seen in the everyday activities of life, and reflect forms of traditional knowledge, languages, unique skills and abilities, festivals, artistic expression, contemporary creativity and history.

10.D.1 Objectives

Objective 10.D.1.1 The Region encourages, and where possible, supports efforts to raise awareness, build understanding and enhance the appreciation of culture and its power to build both vibrant, unique communities as well as a shared identity of Niagara.

10.D.2 Cultural Expression

Policy 10.D.2.1 The Region will review and revise where necessary current policies, funding and incentives programs to:

a) Support creative people in Niagara;

b) Support *creative cultural industries*, with a focus on locally defined *cultural clusters*;

c) Support art in public places; and

d) Support professional *development* partnerships between the business community and creative workers.

Policy 10.D.2.2 Local municipalities are encouraged to develop policies to enable the use of Section 37 of the **Planning Act** and will list 'Public Art' and 'public cultural facilities' as a community benefit.

Policy 10.D.2.3 The Region will examine a range of funding, partnership and collaboration models to support Public Art as part of the Region's commitment to culture.

Policy 10.D.2.4 The Region encourages the creation of public art that reflects its creativity, cultural diversity and history. Public art will be promoted by:

a) Identifying a public art program with a specific mission, objectives (and a means of measuring their success), an appropriate funding model, arms- length artistic review panel, long-term maintenance, and a process to incorporate the consideration of Public Art as a matter of corporate practice at the Region;

b) Working with local municipalities to identify important sites and opportunities (capital works projects, significant public or private sector *developments*) for public art installation; and,

c) Encouraging the *development* of a public art funding program. The program would state when a percentage of a capital project should be required for public art and considerations for the expenditure of allocations.

10.D.3 Community Identities

Policy 10.D.3.1 The Region will encourage the presentation of intangible elements of the community's identity through the use of visual and performing arts, literature, music, media, design, materials and techniques. The creation of a permanent record of these expressions will be supported, where possible.

Policy 10.D.3.2 The Region will encourage and support efforts to highlight vibrant, unique geographic and cultural communities of Regional significance throughout Niagara. These efforts may include plaques and other permanent commemorations to physically manifest the stories and historical landscapes of Niagara.

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10.E Cultural Tourism

Due to its ability to integrate communities throughout the Region and provide for a range of experiences, *cultural tourism* is well situated to capture the interests of visitors. Draws to urban and *rural areas* may include cultural facilities such as museums, theatres, sports venues, wineries, natural landscapes and vistas and festival.

10.E.1 Objectives

Objective 10.E.1.1 To promote, support and encourage tourism within the Region.

Objective 10.E.1.2 To foster and promote cooperation amongst Niagara Region, local municipalities, *creative cultural industries*, event and festival organizers, promoters and distributors of culture.

Objective 10.E.1.3 To promote cultural/ heritage experiences that attract local, regional and international visitors.

10.E.2 Policies

Policy 10.E.2.1.1 The Region shall encourage the growth of *cultural tourism* and encourage collaboration in the *cultural tourism* sector.

Policy 10.E.2.1.2 The Region will encourage the coordinated promotion of Niagara's cultural assets to tourists and residents.

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10.F Welland Canal Cultural Heritage Landscape

The Welland Canal was designated a National Historic Site as an event in 1929 and is a key physical structural element of the Niagara Region. The value of the Welland Canal lies in the combination of the operating canal and its major role in the shipping industry, its historic engineering works and buildings, open spaces, natural features, and *adjacent* diverse landscapes, which together constitute a cultural heritage resource of outstanding significance.

The Welland Canal Cultural Heritage Landscape extends across associated local area municipalities and consists of both "relict" and "continuing" landscapes. Municipalities, upon additional study can further refine the Welland Canal Cultural Heritage Landscape within the municipality. The operating canal is an important transportation route for the movement of goods. Niagara Region recognizes the importance of the operating canal for this purpose and supports the Saint Lawrence Seaway Management Corporation in their management of the operating canal.

The Region will work with its partners and stakeholders to balance the bona fide operations of the Canal for shipping with an accessible Canal so that the landscapes, are maintained and improved, in terms of their cultural heritage, scenic quality, recreational and economic benefits.

10.F.1 Objectives

Objective 10.F.1.1 To recognize the Welland Canal as an important transportation route for moving goods and supporting the economic, cultural and social growth of Niagara

Objective 10.F.1.2 To recognize the importance of the Welland Canal Cultural Heritage Landscape as an asset that contributes to improving the quality of life and creating a sense of place within Niagara.

Objective 10.F.1.3 To promote the Welland Canal Cultural Heritage Landscape as a multi-faceted cultural heritage destination that attracts local, regional, national and international visitors.

Objective 10.F.1.4 To encourage and promote collaboration among stakeholders in the ongoing identification and preservation of *built heritage resources* of the Welland Canal Cultural Heritage Landscape.

10.F.2 Policies

Policy 10.F.2.1.1 The Region encourages local municipalities to use, as appropriate, relevant Provincial legislation, including municipal designation under the Ontario Heritage Act, that enables the conservation of cultural heritage resources within the Welland Canal Cultural Heritage Landscape.

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Policy 10.F.2.1.2 The local municipalities that are located within the Welland Canal Cultural Heritage Landscape shall be encouraged to provide policy direction in their Official Plans for:

a) open space, parks and recreation opportunities within the Welland Canal Cultural Heritage Landscape

b) the appropriate site and architectural design of properties that reflect themes found within the Welland Canal Cultural Heritage Landscape

c) the preservation of *built heritage resources*

d) *development*, *redevelopment* or *site alteration* on lands within the Welland Canal Cultural Heritage Landscape.

Policy 10.F.2.1.3 The Region supports the conservation of significant *built heritage resources* and *archaeological resources*, as appropriate, to ensure that the heritage integrity of the Welland Canal Cultural Heritage Landscape is preserved and promoted.

Policy 10.F.2.1.4 The Region encourages all stakeholders to work with senior levels of government to identify funds to preserve and enhance significant heritage resources within the Welland Canal Cultural Heritage Landscape.

Policy 10.F.2.1.5 The Region encourages the continuing research of the industrial, social, economic, and environmental elements of the Welland Canal Cultural Heritage Landscape.

Policy 10.F.2.1.6 The Region encourages collaboration with the local municipalities, the cultural sector and tourism marketing organizations in the promotion of the Welland Canal Cultural Heritage Landscape as an asset to tourists and residents.

housing and
community services

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11. Housing and Community Services

11.A Residential Areas and Housing

Policy 11.A.1 The Region encourages the provision of a variety of housing types within urban communities and neighbourhoods to serve a variety of people as they age through the life cycle.

Policy 11.A.2 The Region encourages the *development* of attractive, well designed residential *development* that:

a) Provides for *active transportation* within neighbourhoods with connections to adjacent residential and commercial areas, parks and schools.
b) De-emphasizes garages, especially in the front yard.
c) Emphasises the entrance and points of access to neighbourhoods.
d) Is accessible to all persons.
e) Incorporates the principles of sustainability in building design.
f) Provides functional design solutions for such services as waste collection and recycling.
g) Provides an attractive, interconnected and *active transportation friendly* streetscape.
h) Contributes to a sense of safety within the public realm.
i) Balances the need for private and public space.
j) Creates or enhances an aesthetically pleasing and functional neighbourhood.
k) Encourages a variety of connections based on transportation mode between land uses based on diverse transportation modes, allowing people to move freely between the places where they live, work and play.

Policy 11.A.3 The Region encourages housing which allows people to work at home or in relatively close proximity to work.

Policy 11.A.4 The Region will adopt and monitor annual *affordable* housing supply target for each *local municipality* arising from analysis of the regional housing market. Local official plans are to include these targets and policies to achieve the target.

Policy 11.A.5 The Region requires the local municipalities to adopt policies discouraging the demolition or conversion of rental housing to condominium ownership in situations where the vacancy rate is less than 3 percent and the ownership housing to be created is not considered to be *affordable*.

Policy 11.A.6 The Region will encourage the local municipalities to adopt policies and zoning by-laws facilitating the creation of secondary suites throughout the urban area.

Policy 11.A.7 The Region will monitor and report on the impact of approvals for demolition and conversion of existing *affordable* rental housing units on *affordable* rental housing supply.

Policy 11.A.8 The Region supports, and encourages the local municipalities to support, not-for-profit housing agencies as well as the private sector in the *development* of *affordable* housing for low and moderate income households, individuals who have physical disabilities, and other special needs groups, including those living in a situation of absolute or relative homelessness.

Policy 11.A.9 The Region will work with local municipalities and housing agencies in preparing an inventory of potential sites for not-for-profit housing units.

Policy 11.A.10 The Region encourages the local municipalities to participate in providing incentives to contribute to the supply of *affordable* housing, and to participate in senior government programs to create new *affordable* housing.

Policy 11.A.11 The Region will consider, and encourages the local municipalities also to consider waiving, exempting, or providing grants-in-lieu of residential development charges, planning fees, and building permit fees for new *affordable* housing in return for a commitment by the developer to meet specified affordability targets and/or requirements under a senior government *affordable* housing program or a program of Niagara Regional Housing.

Policy 11.A.12 The Region encourages developers of *affordable* housing to consider using Regional and local incentives related to *brownfield*s and downtown areas in conjunction with senior government funding programs to create new *affordable* housing. The Region particularly encourages using the Federal program in support of the creation of *affordable* housing

Policy 11.A.13 The Region will investigate establishing an Affordable Housing Reserve Fund to provide incentives to private and community organizations for the creation of *affordable* housing and for other *affordable* housing purposes.

Policy 11.A.14 The Region will work with the local municipalities, school boards, federal, and provincial governments to identify surplus government lands and/or buildings that may be suitable for *affordable* housing purposes.

Policy 11.A.15 Where appropriate, the Region commits to, and encourages the local municipalities to also commit to, a 'housing first' policy for surplus municipal lands such that the first priority in the decision process regarding possible disposal of surplus lands shall be *affordable* housing, and that best efforts will be made to make the surplus property available for *affordable* housing purposes.

Policy 11.A.16 The Region encourages the local municipalities to investigate and implement dwelling unit size regulation as a means to provide *affordable* housing.

Policy 11.A.17 The Region will provide information and technical advice to the not-for-profit housing sector to assist in and facilitate the approvals process for **Planning Act** applications submitted by this sector.

Policy 11.A.18

The following types of group homes administered under Provincial legislation shall be permitted to establish in any residential zone or residence in the Niagara Region:

a) Approved homes
b) Homes for special care
c) Supportive housing programs
d) Accommodation for adult mental health programs
e) Accommodation services for individuals with a developmental disability
f) Satellite residences for seniors
g) Homes for individuals who have physical disabilities when the *Province* licenses, funds or approves such a group home program
h) Transitional housing for individuals who are socially disadvantaged and community resource centres will require a rezoning unless a *local municipality* decides that such a zoning is not necessary.

11.B Community Facilities and Institutions

Policy 11.B.1 Community facilities include but are not limited to active recreational areas such as parks, arenas and trails, and institutions such as schools, churches and government offices.

Policy 11.B.2 The Region expects that major public community facilities and *community infrastructure* will be located in downtown areas, to the extent that site size considerations and land needs can be addressed. Major public community facilities are those that serve a federal, provincial or regional clientele, and also those which provide local service functions for an entire municipality.

Policy 11.B.3 Smaller scale community service facilities should, where possible and practical, be co-located and sited in *intensification areas* and/or existing nodes and corridors to increase *multi-modal* transportation opportunities for accessing community services.

Policy 11.B.4 Recognizing that smaller scale community facilities are an integral component to liveable, *active transportation friendly* neighbourhoods, the Region encourages the integration of smaller-scale community facilities within neighbourhoods. These smaller-scale community facilities are intended to serve neighbourhood residents.

Policy 11.B.5 Expansion and optimization of existing developed community service facilities should be considered before developing new community facilities. Where it is determined that new facilities should be developed, retention of the existing facilities and conversion to other uses should be encouraged.

Policy 11.B.6 While recognizing the cyclical nature of school enrolment, the Region encourages the school boards to protect sites for schools as key components in the achievement of *complete communities*. The Region further encourages consideration of co-location opportunities with complementary community services and shared use of school facilities for public recreation purposes.

Policy 11.B.7 The Region encourages the local municipalities and the school boards to consider the location of new school sites in the centre of new neighbourhoods and *intensification areas*.

Policy 11.B.8 The Region encourages the planning of integrated parks and open space systems which link urban to rural areas via pathways, trails and cycling routes and incorporate larger facilities such as the Waterfront Trail, the Circle Route, the Gord Harry and Bruce Trails, Niagara Peninsula Conservation Authority (NPCA) Conservation Areas, and the lands of the Niagara Parks Commission.

Policy 11.B.9 The Region of Niagara will liaise with local municipalities, the NPCA and other agencies and organizations, such as land trusts, in securing natural areas for conservation purposes in greenfield areas and, where possible, in *intensification areas*.

11.C Recreational Uses

Policy 11.C.1

Recreational uses are to be located within *Urban Areas* where they can be served by municipal water and sewer services. Outside *Urban Areas* proposals for new recreational uses, or expansions to existing recreational uses involving major *intensification* of land use, shall only be considered by Amendment, subject to the other policies of this Plan, and provided that:

a) it has been demonstrated through appropriate studies to the satisfaction of the Region that:

   i. the principal use is to be resource-based recreation;
   ii. there is a need for the proposed use and it is in the public interest;
   iii. there are no reasonable alternative locations within *Urban Areas*;
   iv. the proposed use does not involve lands in the Unique *Agricultural Area*;
   v. if the proposed *development* is in the Good General *Agricultural Area*, there is no reasonable alternative in the Rural Area or is on lower priority agricultural land in the Good General *Agricultural Area*. Preference should be given to sites in the Rural Areas;
   vi. the proposed use will not require municipal water or sewer services;
   vii. the site will be accessible by other mobility options in addition to the private automobile, including public transit;
   viii. there will be no *significant negative impact* on adjacent agricultural operations, existing residences and the natural environment; and

b) the proposed use shall be subject to the following conditions:

   i. any changes to the existing topography will be kept to a minimum;
   ii. buildings and structures shall be minor in scale and located in a manner that is in keeping with the rural, open-space character of the area; and
   iii. there shall be no overnight accommodation for users or guests of the facility.

engagement

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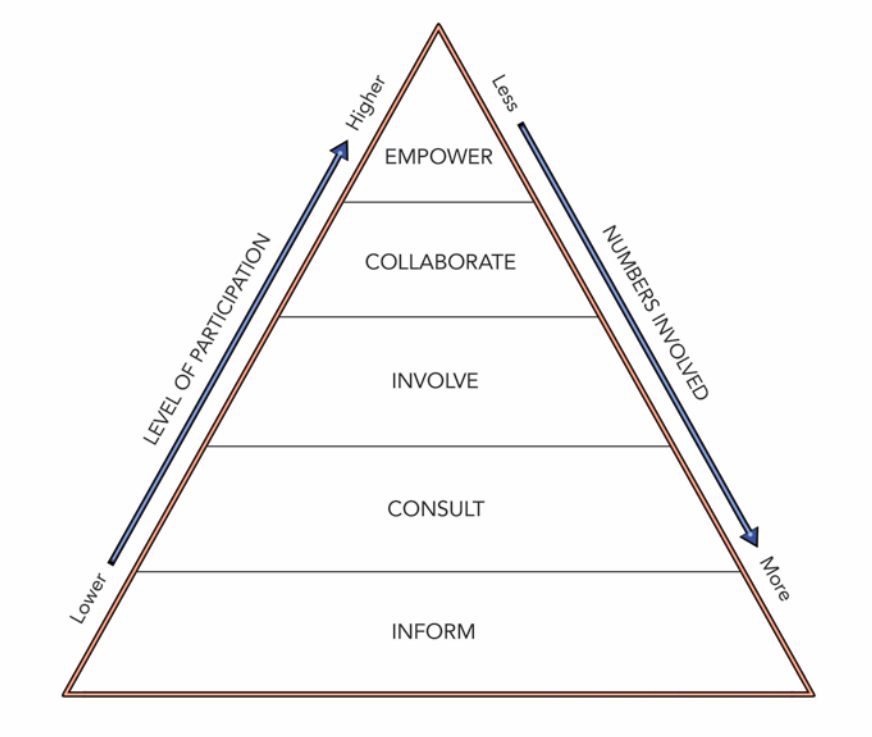
12. Consultation and Engagement

The overarching vision of Regional Planning is "excellence in planning Niagara through innovation, engagement and customer service," demonstrating the central importance of the Region's commitment to engagement in the planning and decision making process and fostering strong partnerships with local municipalities, stakeholders and agencies.

The planning process can be considered as a cycle involving three basic functions: creating leading edge policy, implementing that policy, and continually monitoring and reporting on results. Monitoring and reporting of results is very important in updating this Plan. Meaningful consultation and engagement is fundamental to effective decision making throughout this cycle and is critical in demonstrating clear accountability.



There are various levels of engagement that define the public's role in any public participation process. Depending on the goals, time frames, resources, audience, level of concern and scale of the issue requiring community and stakeholder involvement, the Region will utilize the most appropriate methods and tools to inform, consult, involve, collaborate with or empower Niagara's citizens.

This Chapter outlines the vision and objectives for the consultation and engagement approach undertaken in Niagara, provides a description of the roles and responsibilities of various groups through the consultation and engagement process and, finally, provides policies for consultation and engagement to ensure the needs of the communities are being met. The consultation and engagement policies outlined in this Chapter support excellence in planning and foster a sense of shared responsibility in decisions that affect individuals and communities throughout Niagara. Ultimately, a commitment to the engagement of citizens and stakeholders will result in better decisions and a stronger plan.

12.A Vision and Objectives

12.A.1 Vision – "Proactive & Responsive Region"

Niagara Region will be known for its effective decision making, strong partnerships, clear accountability and service excellence in land use planning.

12.A.2 Objectives:

i. To recognize the shared partnership with the Province, the Region, and Local Municipalities on planning in Niagara.
ii. To identify the Region's policies for engagement on planning matters.
iii. To support meaningful participation in the planning process through dialogue and conversation.
iv. To inform, consult, involve, collaborate, or empower, as appropriate, through effective consultation and engagement processes.
v. To provide a framework that enables the Region to use a variety of tools and techniques that allow for two-way communication with Local Municipalities, residents, businesses, stakeholders and agencies.
vi. To provide enhanced opportunities for stakeholders and the public to participate in decision making.
vii. To explore, pilot and implement innovative tools and processes for engagement.
viii. To demonstrate a commitment to accountable and transparent government by making data freely available to the public, helping ensure the citizens, local municipalities, agencies, and consultants of Niagara are informed and engaged in an open and accessible government.

OPEN DATA
NIAGARA REGION

Open Data refers to the practice of making government data freely available in machine readable formats to enable citizens, the private sector, and non-governmental organizations to leverage it in innovative and value-added ways.

Niagara Region's Open Data catalogue can be found at niagararegion.ca/government/opendata

12.B Engagement Policies

Policy 12.B.1 On matters of Regional interest, the Region shall involve various stakeholders from across Niagara, including Local Municipalities, residents, businesses, stakeholders, non-governmental organizations, the Niagara Peninsula *Conservation Authority*, and other levels of government.

Policy 12.B.2 Consultation will take place in a timely manner to ensure an accountable and transparent decision-making process on land use planning matters.

Policy12.B.3 The Region will engage, consult, and partner, as appropriate with First Nations and Métis Nation communities when considering planning matters and planning applications that may affect their interests.

Policy12.B.4 The Region shall provide opportunities for public and stakeholder participation in the *development*, adoption, implementation and monitoring of Regional planning policies in accordance with this Plan, the **Planning Act**, the **Environmental Assessment Act** and other relevant legislation and policy.

Policy 12.B.5 The Region, together with Local Municipal Partners and the Niagara Peninsula *Conservation Authority*, are signatories to the "Memorandum of Understanding on Planning Services in Niagara" ("MOU"). The MOU is a guiding document for continuous improvement and stronger relationships in providing planning services and shall be reviewed in accordance with the timeframe indicated in the MOU.

Policy 12.B.6 The Region will take a leadership role to develop and implement outreach and education on planning issues.

12.C Communication and Engagement Tools and Techniques for Public Participation

Policy 12.C.1 Niagara Region is committed to communication in plain language on land use planning matters.

Policy 12.C.2 The Region will employ appropriate tools and techniques which are consistent with the intended consultation and engagement goals (to inform, consult, involve, collaborate with or empower). Accordingly, on matters:

i. Where the goal is to inform, the Region will provide the public with balanced and objective information. Tools and techniques suitable for informing the public include direct mail outs, email newsletters, web sites and web content, radio, television and web-based advertising, and public notification signs and newspaper ads.
ii. Where the goal is to consult, the Region will obtain public feedback on analysis, alternatives and/or recommendations. Tools and techniques suitable for consulting with the public include surveys (electronic or mail-out), focus groups, key informant interviews, public information centres and open houses, and blogs, social media, or other web tools that allow commenting.
iii. Where the goal is to involve, the Region will work directly with the public throughout the process to ensure public concerns and aspirations are consistently understood and considered. Tools and techniques suitable for involving the public include workshops, design charrettes and online forums or other innovative digital engagement tools.
iv. Where the goal is to collaborate, the Region will partner with the public and stakeholders in the decision-making process, including the development of alternatives and the identification of the preferred solutions. Tools and techniques suitable for collaborating with the public include citizen advisory committees, participatory decision-making or consensus-building processes.
v. Where the goal is to empower, the Region will enhance the decision-making process through utilizing tools and techniques suitable for empowering the public, such as citizen juries, ballots, or advisory committees.

Policy 12.C.3 In all cases of engagement, Niagara Region will provide responses to feedback received including how feedback has been incorporated into the matter being addressed.

Policy 12.C.4 From time to time, it will be necessary for the Region to hold traditional public open house style events to engage stakeholders and the public. Where appropriate, the Region shall carefully consider venues for these events and will be consistent with the Region's standard and the standards of the **Accessibility for Ontarians with Disabilities Act**, including places which are accessible to a broad cross-section of stakeholders, including but not limited to:

i. Gathering places, such as community centres, libraries, galleries and recreational areas (e.g. arenas, parks);
ii. Places of commerce, such as shopping malls and downtowns;
iii. Special events where people congregate, such as festivals, cultural events and farmer's markets; and,
iv. Holding events in the community that is specifically impacted by an application or matter under consideration.

Policy 12.C.5 The Region will use a variety of communication methods, including innovative and enhanced participatory methods, to seek input on planning matters or to provide information to the public. Depending on the issues and in accordance with the Planning Act, the Region shall choose the most appropriate method of communication or form of engagement.

Policy 12.C.6 When preparing materials for public consumption, the Region will ensure that the graphics, legibility and presentation mediums are consistent with the Region's standard and the standards of the **Accessibility for Ontarians with Disabilities Act**.

Policy 12.C.7 When undertaking engagement, the Region will provide a safe and comfortable environment where individuals can freely contribute their thoughts, opinions and directions.

Policy 12.C.8 When undertaking engagement, the Region will ensure that adequate documentation of all comments is recorded in a transparent and easily accessible manner.

Policy 12.C.9 Where a decision under the **Planning Act** is required, the Region shall make available all relevant materials and information, including a copy of the proposed plan, at least 20 days prior to the date of the Statutory Public Meeting. At a minimum, all documents shall be made available at the Region's office and on the Region's website.

Policy 12.C.10 The Region will monitor the effectiveness of its consultation and engagement tools and techniques on an on-going basis. Within two years of adoption, the Region will develop and implement a program for monitoring the effectiveness of its engagement and consultation policies and practices.

Policy 12.C.11

Advisory Committees may be established to provide input and advice to Council on particular planning issues and to assist with projects and initiatives. Advisory Committees are subject to the following:

i. Advisory Committees shall draw upon members of Regional Council as well as members of the public as deemed necessary;
ii. Advisory Committees shall abide by established Council approved Terms of Reference;
iii. Advisory Committees may be added, disbanded, or altered, including mandate changes, by Regional Council, without an amendment to this Plan; and,
iv. Advisory Committees existing as of the date of the adoption of this Amendment shall have their existing policy references placed in an Appendix to this Plan for purposes of transparency.

12.D Consulting and Engaging with Other Governments

Policy 12.D.1 The Region will be proactive and, where appropriate, provide practical and meaningful input to the Province where changes are proposed to Provincial Plans and legislation. The Region will collaborate with Local Municipalities on the development of joint input to the Province to ensure Area Municipal perspectives are incorporated into the Provincial input. It is a priority that the Region and Local Municipalities speak with one voice on Provincial matters.

Policy 12.D.2 The Region shall include Local Municipalities in discussions with the Province on key policy, development and provincial technical guideline interpretations.

Policy 12.D.3 The Region will be proactive and, where appropriate, provide practical and meaningful input to adjacent municipalities where proposed plans may have potential for impact on the Region, Local Municipalities, stakeholders, businesses and/or the general public at large.

Policy 12.D.4 Where appropriate, the Region will seek out opportunities to collaborate with the Federal government, the Province, adjacent municipalities and bi-national communities on matters of cross jurisdictional, including cross-border, interest.

12.E Consulting and Engaging Local Municipalities

Policy 12.E.1 The Regional Official Plan includes specific, detailed policies that identify how and when the Region will work with Local Municipalities on various projects, studies, and documents. In all instances, the engagement with Local Municipalities shall be guided by:

i. A shared partnership with Local Municipalities;
ii. A shared collaborative approach;
iii. A commitment to early and meaningful engagement; and,
iv. All efforts will be made to achieve consensus on planning and land use issues.

Policy 12.E.2 The Region will circulate studies, amendments, and documents to Local Municipalities and other partners for their comment. For routine matters, a comment period of a minimum of sixty (60) days will be used. For more complex matters, a comment period of a minimum of ninety (90) days will be used.

Policy 12.E.3 The Region will co-operate with Local Municipalities in public participation programs, including the holding of joint public meetings, where appropriate, during the processing of amendments to this Plan and Local Municipal Official Plans, and for other initiatives where interests are common.

Policy 12.E.4 The Region will partner with Local Municipalities and other agencies, as appropriate, on complex *development* applications with Regional and Local interests to provide an integrated and timely decision-making process.

site specific policies

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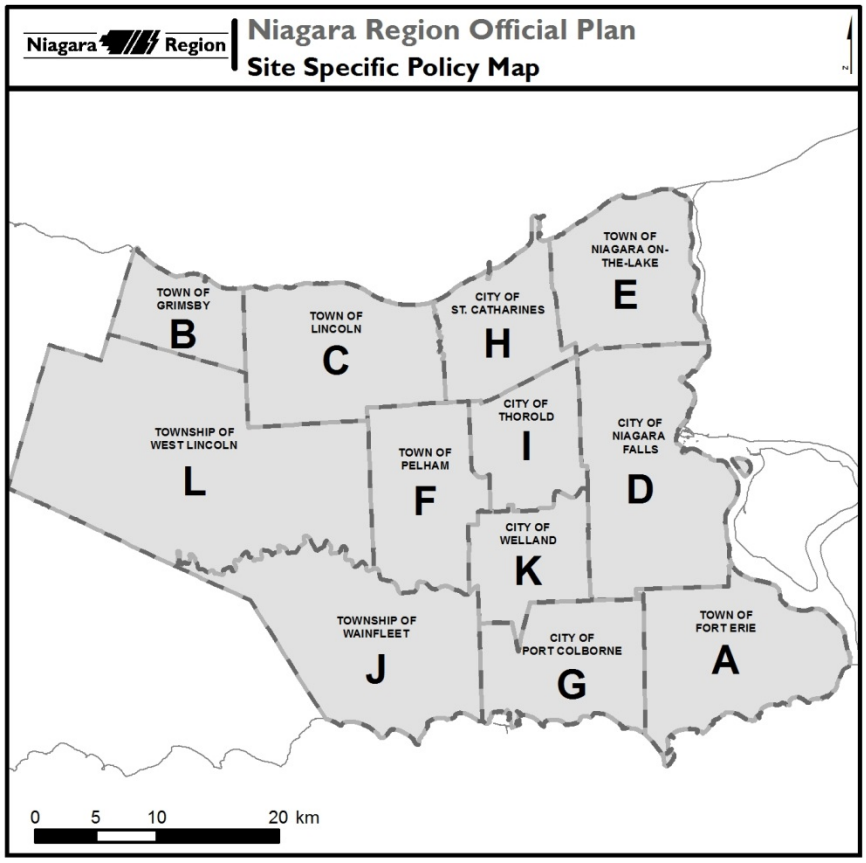
13. Site Specific Policies

This Section contains policies for site specific permitted land uses and *infrastructure* across the Niagara Region. These policies provide additional permissions for specific properties in Niagara for things such as land use designations, permitted uses and *infrastructure*.

Maps showing the location of the properties that are subject to these policies are provided for illustrative purposes only. Local municipal property addresses and previous amendment file numbers are also provided in the side bar and do not make up part of this plan.

The Site Specific Policies are arranged by municipality as follows:

13.A	Fort Erie	13.G	Port Colborne
13.B	Grimsby	13.H	St. Catharines
13.C	Lincoln	13.I	Thorold
13.D	Niagara Falls	13.J	Wainfleet
13.E	Niagara-on-the-Lake	13.K	Welland
13.F	Pelham	13.L	West Lincoln



13.1 Objectives

Objective 13.1.1 To organize the site specific policies of the Plan by Municipality.

Objective 13.1.2 To provide additional information about the geographic context of the site specific policies in this Plan.

13.2 Policies

Policy 13.2.1 All future site specific policies added to this Plan, shall be organized under the appropriate municipal subsection.

13.A Site Specific Policies for Fort Erie

13.A.1 Land Use

Policy 13.A.1.1 A motor speedway complex with ancillary recreational, commercial and automotive research, technology and innovation uses is permitted on approximately 332 hectares (821 acres) of land located to the west of the QEW between Bowen Road and Gilmore Road, east of Ridgemount Road, in the Town of Fort Erie. The following special policies shall apply to the *development* of these lands:

a) All ancillary uses shall be associated with the primary motor speedway use and shall not be established until the motor speedway is substantially completed.
b) Ancillary commercial uses shall occupy up to 7,000 square metres (75,000 square feet) of gross floor area and ancillary automotive research, technology and innovation uses shall occupy up to 12.6 hectares (31 acres) in total land area.
c) A *municipal comprehensive review* shall be required to be approved by the Region and the Town of Fort Erie for any proposed expansion to the limits set for ancillary uses in Policy 13.A.1.1 (b).
d) Lot creation for ancillary uses may be permitted subsequent to the construction of the racetrack and grandstand, and subject to other policies of this Plan.
e) *Development* may be connected to municipal sewer and water systems subject to the submission of a detailed servicing study on the need for municipal services; impacts on existing systems and reserve capacity for the *Urban Area*; operational considerations associated with any on-site sewage storage including downstream odour impacts; costs and funding options to the satisfaction of the Region and the Town of Fort Erie.
f) Boundaries for natural heritage features shown on the Core Natural Heritage Map shall be confirmed to the satisfaction of the Ministry of Natural Resources and the Niagara Peninsula *Conservation Authority* without any further amendment to this Plan.
g) The Town of Fort Erie shall confirm priorities for staging *development* and servicing in the *Urban Area* as part of its Official Plan update in 2010 to conform to Provincial and Regional growth plans.
h) An amendment to the Town of Fort Erie Zoning By-law shall be approved when zoning limits for an Environmental Protection Area have been confirmed and appropriate setbacks or *buffer*s have been determined related to natural heritage features, noise impacts and agricultural livestock

separation to the satisfaction of the Region, Town and Niagara Peninsula *Conservation Authority*.

i) "Holding" provisions will be placed in the zoning by-law amendment for the completion of studies and submission of information on servicing requirements, road improvements, air quality (noise and odours), natural heritage, stormwater management, agricultural activities, traffic and operations management, environmental site conditions, and archaeological resources to be approved and implemented in a site plan agreement to be entered into with the Town to the satisfaction of the Region, Town and appropriate Provincial Ministry or the Niagara Peninsula *Conservation Authority*.

Policy 13.A.1.2 Notwithstanding the provisions contained in Policy 5.B.8.1 in the Regional Official Plan, a consent to sever about a 1.35 acre residential infilling lot located at 3756 Bertie Street in the Town of Fort Erie is permitted.

Policy 13.A.1.3 Notwithstanding the provisions of Section 5, Rural and Agriculture Policies in the Regional Official Plan, the Zooz theme park is permitted on approximately 116 hectares (288 acres) of land located on the west side of Regional Road 116 (Stevensville Road), north of the former CP rail line east of House Road and south of College Road in the Town of Fort Erie. The subject lands are generally illustrated on the Protected Area Map (below). *Development* on these lands may connect into existing municipal sewer and water systems subject to the approval of the Region and the Town of Fort Erie. No *development* shall be permitted within the environmental areas to be protected as shown on the Protected Area Map accompanying Amendment 5-2009.

Policy 13.A.1.4 A marina with ancillary rural land uses is permitted on approximately 19 hectares, including water lots, east of Cairns Crescent in the Town of Fort Erie. The marina use, the marina *redevelopment*, and the ancillary uses are considered to be a resource-based rural recreational use which meets the policy objectives of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement 2014. The rejuvenation and *redevelopment* of the marina is encouraged to support the tourism and boating economy on the Niagara River. The following special policies shall apply to the *development* and *redevelopment* of the marina:

a) The marina is the principal land use.
b) Ancillary uses including, the management or use of resources, *resource-based recreation*al uses (including recreational dwellings), home occupations and home industries, limited residential *development*, cemeteries, and other rural land uses are permitted.

c) With regard to recreational dwellings and residential *development*, the following shall apply:
   i. All forms of tenure will be permitted for new, expanded or *redevelopment* of the marina property
   ii. Accommodation units within the marina property will be made available to the travelling public and will provide ongoing services and recreational facilities normally provided in a commercial setting.

d) *Development* and *redevelopment* shall be subject to the following being satisfactorily addressed:
   i. The scale, size and density of *development*
   ii. Compatibility of use
   iii. Site characteristics
   iv. Water quality
   v. Protection of shoreline
   vi. Environmental features and policies
   vii. Navigability of the Niagara River
   viii. Servicing
   ix. Transportation

e) Details of the *development* and *redevelopment* shall be addressed through the Town of Fort Erie Official Plan and Zoning By-law and in accordance with the provisions of this Plan.

f) Policy 11.C.1 b) iii) shall not apply.

Policy 13.A.1.5 Notwithstanding other policies in this Plan, a public school and ancillary uses is permitted on a 6 hectare parcel of land at the northeast corner of Garrison Road and Sunset Drive in the Town of Fort Erie and will be serviced by existing municipal waterline, and storm and sanitary sewers.

13.A.2 Servicing

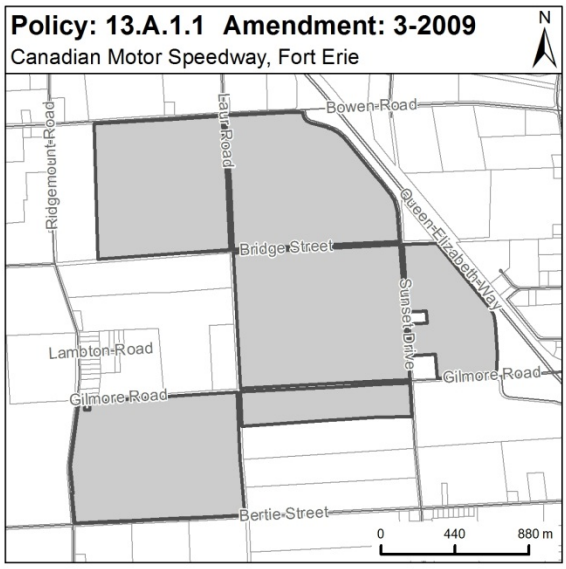
Policy 13.A.2.1 The following waterlines have been reviewed in accordance with Policies 5.C.5 and 8.B.20 and are deemed to comply with these policies:

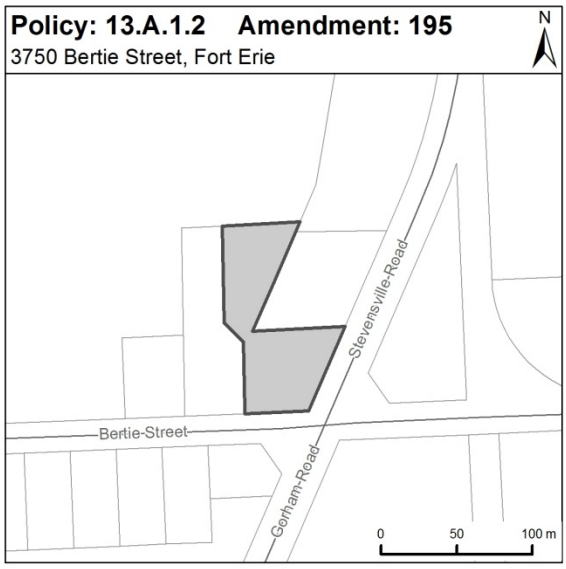
a) A waterline extension extending from the Niagara Parkway along Thompson Road in the Town of Fort Erie to service an estate residential use referred to as the McKenzie Crossing subdivision.

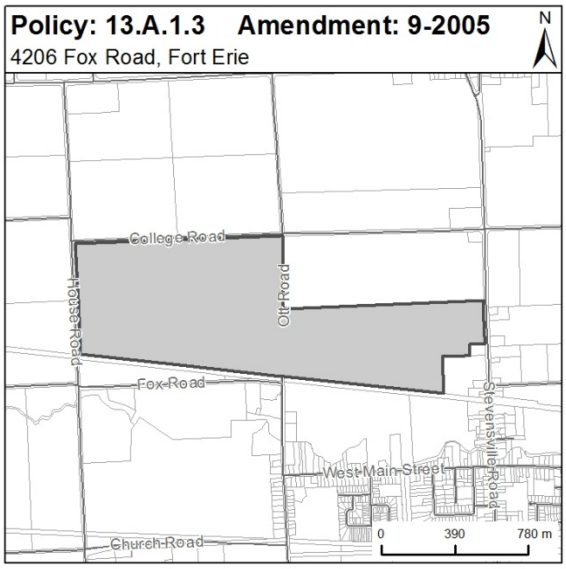
b) A waterline to provide services to the Ridge View Estates Subdivision located in the community of Ridgeway in the Town of Fort Erie.

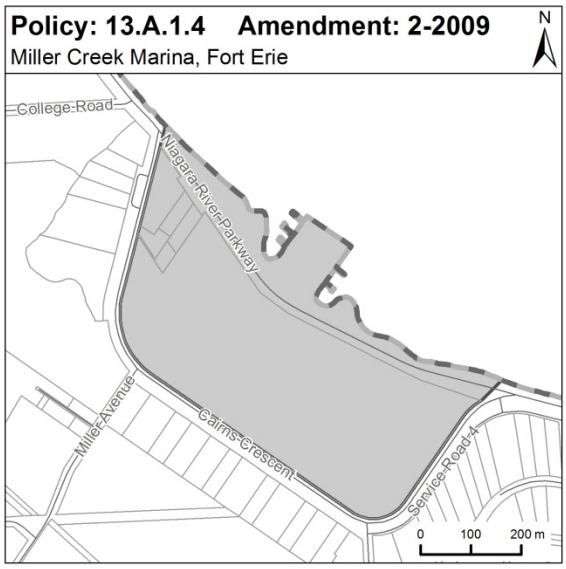
c) A 150 millimetre (6 inch) waterline extension of about 100 metres (300 feet) along Stonemill Road from the existing municipal waterline on MacDonald Drive to the Windmill Point Park and Campground in the Town of Fort Erie.

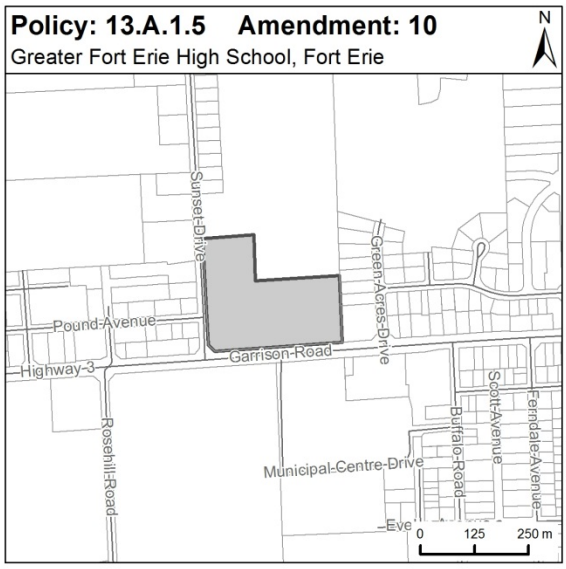
d) A waterline extension of approximately 1280 metres (4200 feet) to a local watermain outside the *Urban Area* boundary of the Town of Fort Erie.
e) Up to a 6 inch waterline extension of about 69 metres (225 feet) long extending north along Sodom Road in the Town of Fort Erie to serve the existing St. John's Stevensville United Church.


Policy: 13.A.1.1 Amendment: 3-2009
Canadian Motor Speedway, Fort Erie
N
Ridgemount Road
Lyons Road
Bowen Road
Queen Elizabeth Way
Bridges Street
Sunset Drive
Lambton Road
Gilmore Road
Gilmore Road
Bertie Street
0
440
880 m


Policy: 13.A.1.2 Amendment: 195
3750 Bertie Street, Fort Erie
N
Stevensville Road
Bertie Street
Gorham Road
0
50
100 m


Policy: 13.A.1.3 Amendment: 9-2005
4206 Fox Road, Fort Erie
N
College Road
Ott Road
Horse Road
Fox Road
Stevensville Road
West Main Street
Church Road
0
390
780 m


Policy: 13.A.1.4 Amendment: 2-2009
Miller Creek Marina, Fort Erie
N
College Road
Niagara River Parkway
Miller Avenue
Cairns Crescent
Service Road 4
0
100
200 m


Policy: 13.A.1.5 Amendment: 10
Greater Fort Erie High School, Fort Erie
N
Sunset Drive
Green Acres Drive
Pound Avenue
Garrison Road
Highway 3
Rosehill Road
Municipal Centre Drive
Buffalo Road
Scott Avenue
Ferndale Avenue
Eve
0
125
250 m

13.B Site Specific Policies for Grimsby

13.B.1 Land Use

Policy 13.B.1.1 Notwithstanding other policies in this Plan, a high school and church on full municipal services are permitted on a site of above 8 hectares (20 acres) excluding the portion of the property fronting on Kerman Avenue located on part of Lot 13, Concession 1 and 2, southwest of the intersection of Livingston Avenue and Kerman Avenue in the Town of Grimsby.

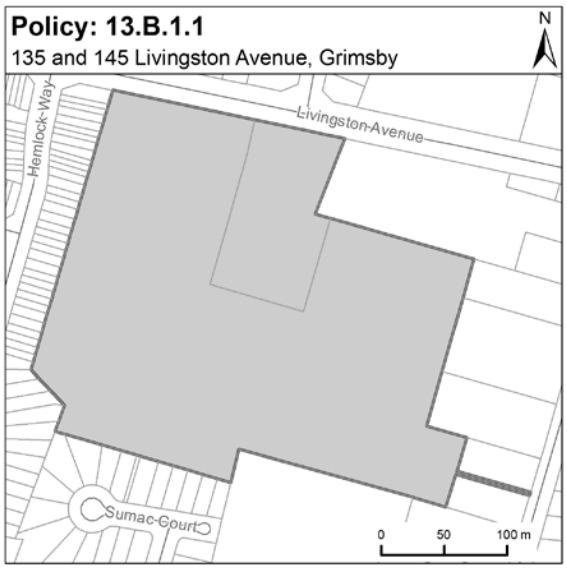
Policy 13.B.1.2 Notwithstanding other policies in this Plan, a municipal cemetery is permitted on a site consisting of approximately 4 hectares (10 acres), located east of Mountain Road and north of Elm Tree Road East in the Town of Grimsby.

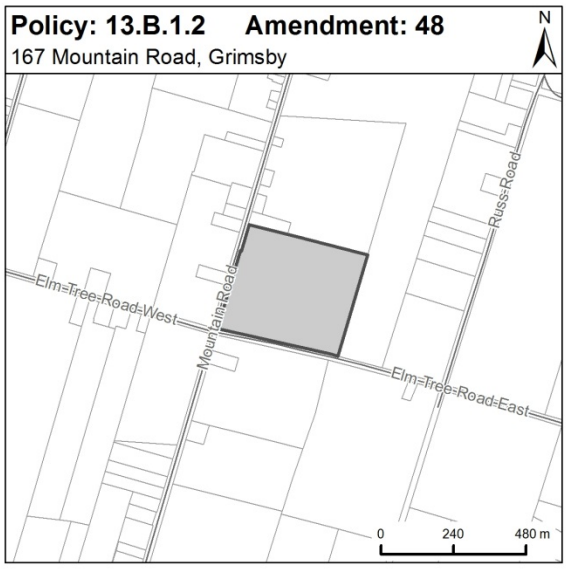
Policy 13.B.1.3 Notwithstanding other policies in this Plan, a golf course is permitted on a site consisting of about 55 hectares (135 acres) and located on Part of Lot B and C on the Eastern Gore and Part of Lots 1 and 2, Concession 2 and Part of Lot C, Concession 3 situated between the "bench face" and the Niagara Escarpment in the Town of Grimsby.

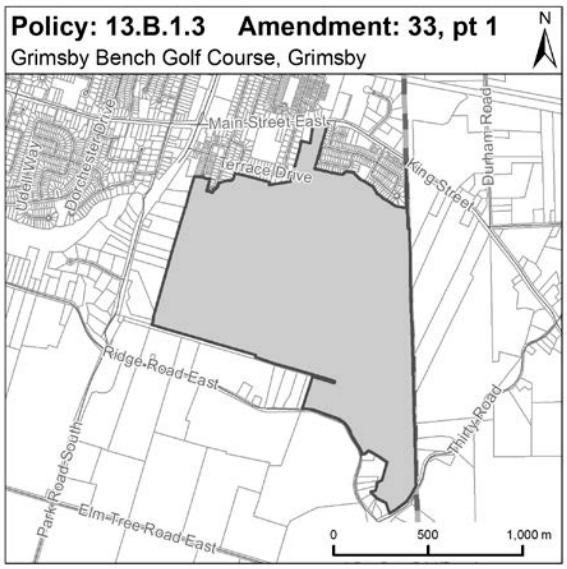
Policy 13.B.1.4 Notwithstanding the provisions of Section 5 Rural and Agriculture Policies in the Regional Official Plan, a church is permitted on a site located on the west side of Woolverton Road, north of the community of Grassie in the Town of Grimsby. The Town of Grimsby through its Official Plan should restrict the designation of the site to only those lands required for the church and a modest playing field in order to encourage as much of the remaining property as possible to be used for agricultural purposes.

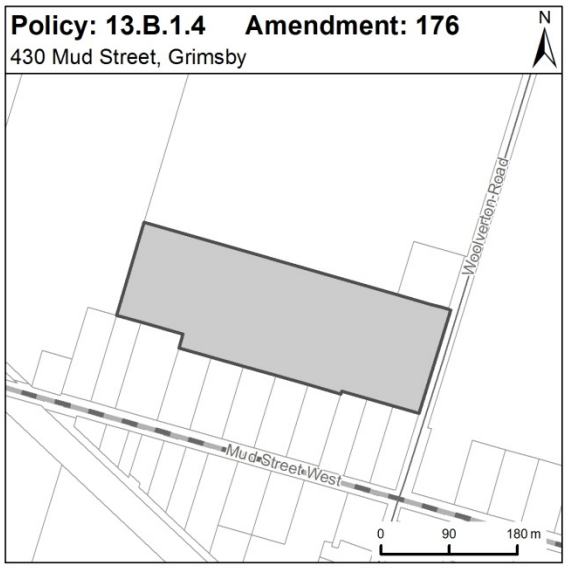
13.B.2 Servicing

Policy 13.B.2.1 Notwithstanding the land use provisions of Section 6.B.5 of the Rural and Agriculture Policies in the Regional Official Plan, a 200 mm diameter PVC sanitary sewer line extension of approximately 90 metres in an area outside the *Urban Area* Boundary in the Town of Grimsby to service an existing residential lot intended for residential *development* in a “Good General *Agricultural Area*” is permitted. The site is located on the north side of Main Street West (Regional Road 81) about 50 metres east of Hunter Road, Part of Lot 18, Concession 2, Part 1, Plan 30R-10938.


Policy: 13.B.1.1
135 and 145 Livingston Avenue, Grimsby
N
Hemlock Way
Livingston Avenue
Sumac Court
0
50
100 m


Policy: 13.B.1.2 Amendment: 48
167 Mountain Road, Grimsby
N
Russ Road
Elm Tree Road West
Mountain Road
Elm Tree Road East
0
240
480 m


Policy: 13.B.1.3 Amendment: 33, pt 1
Grimsby Bench Golf Course, Grimsby
N
Main Street East
Terrace Drive
Dorchester Drive
Durham Road
King Street
Ridge Road East
Park Road South
Elm Tree Road East
Thirty Road
0
500
1,000 m


Policy: 13.B.1.4 Amendment: 176
430 Mud Street, Grimsby
N
Woolverton Road
Mud Street West
0
90
180 m

13.C Site Specific Policies for Lincoln

13.C.1 Land Use

Policy 13.C.1.1 Notwithstanding other policies in this Plan, a golf course with clubhouse is permitted on a 58.87-hectare (145.36-acre) site located on the following lands. Firstly: Part of Lots 9 and 10, Concession 7, designated as Part 1, Plan 30R-6376 formerly in the Township of Louth, County of Lincoln now in the Town of Lincoln, Regional Municipality of Niagara; SAVE and EXCEPT that Part of Lot 9, Concession 7, designated as Part 1, 30R-6578. Secondly: Part of lot 8, Concessions 6 and 7, and Part of the Road Allowance between Concessions 6 and 7 through Lot 8, designated as Parts 1, 4, 5, and 6, Plan 30R-6375, in the Town of Lincoln, in the Regional Municipality of Niagara.

Policy 13.C.1.2 The lands described in Amendment 61 (Meadowood Estates area) to the Regional Official Plan involving a 9.40 acre expansion to the *Urban Area* for Beamsville in the Town of Lincoln include a 2 metre strip of open space owned by the Town of Lincoln and inside the *Urban Area* along the northern boundary of the expansion area, in order to establish a clear and identifiable *Urban Area* Boundary.

Policy 13.C.1.3 Notwithstanding other policies in this Plan, a municipal sports park is permitted on a site consisting of about 17 hectares (43 acres) and located south of Fly Road and east of Mountain Road on part of Lot 18, Concession 7, in the former Township of Clinton, now in the Town of Lincoln.

Policy 13.C.1.4 Notwithstanding other policies in this Plan, a church is permitted with municipal water and sanitary sewer services on a site of about 2.48 hectares (6 acres) located south of Fourth Avenue, east of Nineteenth Street in part of Lot 18, Concession 4, in the former Township of Louth now in the Town of Lincoln.

13.C.2 Servicing

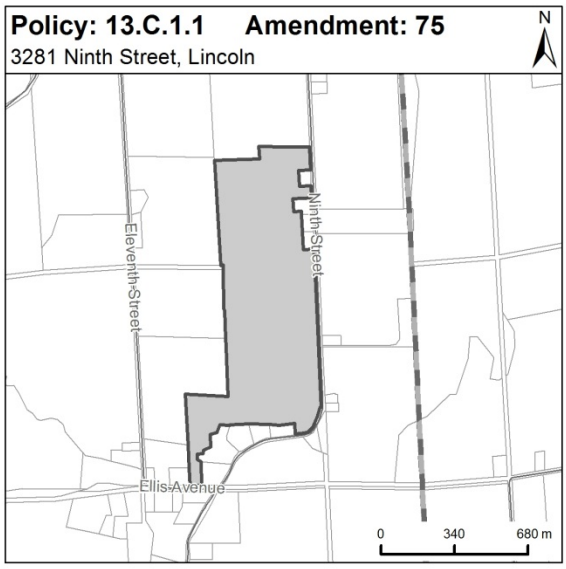
Policy 13.C.2.1 Notwithstanding the provisions of Policy 5.C.5, the extension of a 38 mm diameter sanitary sewer forcemain is permitted to serve the proposed Vincor International Inc. estate winery to be located to the east of the Jordan community and south of Regional Road 81 in the Town of Lincoln.

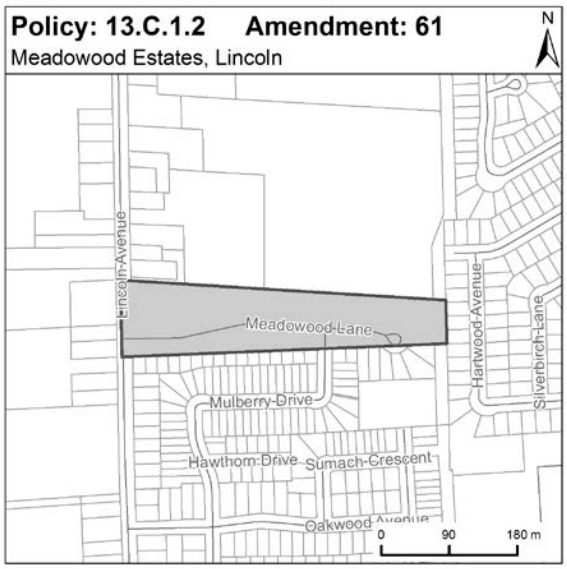
Policy 13.C.2.2 Notwithstanding other policies in this Plan, the extension of a sanitary sewer approximately 200 feet south along Station Street from Second Avenue in the Town of Lincoln to service one single detached dwelling on a 2.8 acre property is permitted.

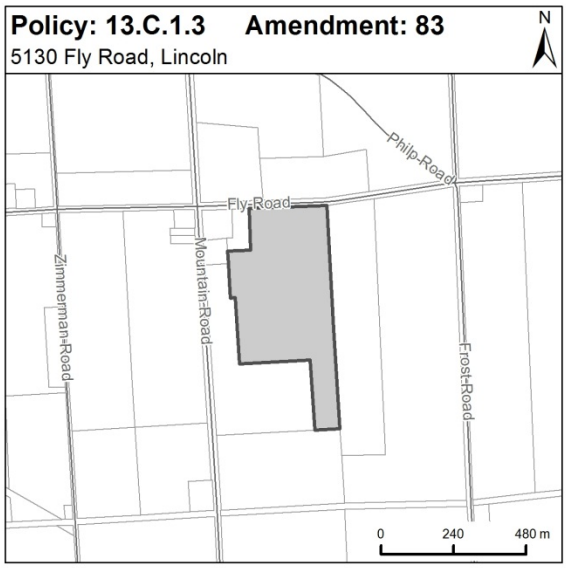
Policy 13.C.2.3 The following waterlines have been reviewed in accordance with Policies 5.C.5 and 8.B.20 and are deemed to comply with these policies:

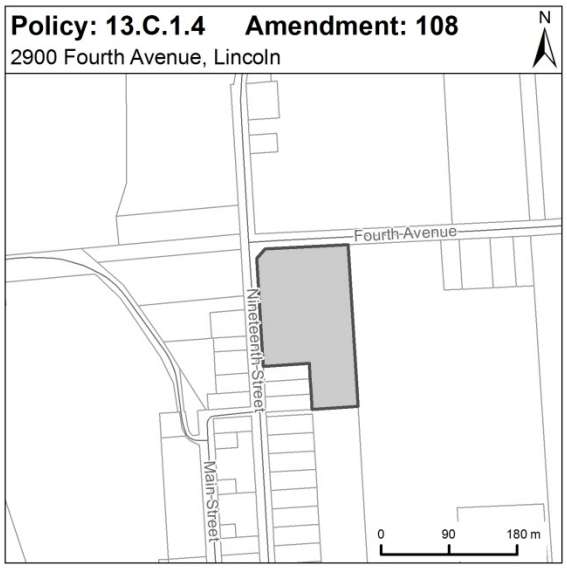
a) A waterline extension approximately 200 feet south along Station Street from Second Avenue in the Town of Lincoln to service one single detached dwelling on a 2.8 acre property.

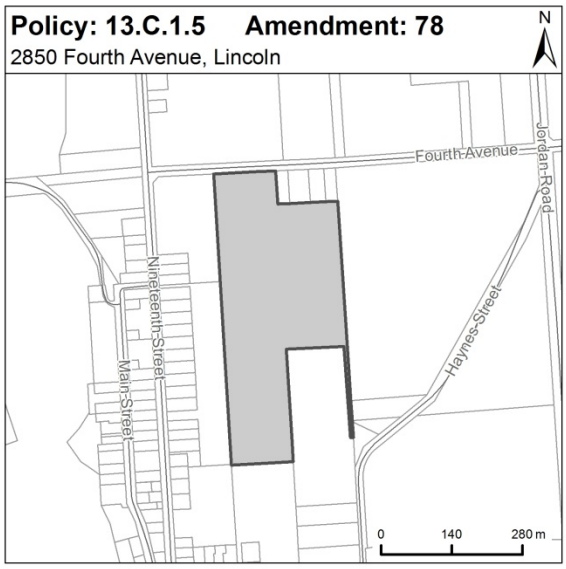
b) A waterline extending from the Vineland Reservoir to service the Vineland Quarries and Crushed Stone Limited quarry located on Regional Road 24 at Fly Road in the Town of Lincoln.


Policy: 13.C.1.1 Amendment: 75
3281 Ninth Street, Lincoln
N
Eleventh Street
Ninth Street
Ellis Avenue
0
340
680 m


Policy: 13.C.1.2 Amendment: 61
Meadowood Estates, Lincoln
N
Lincoln Avenue
Meadowood Lane
Mulberry Drive
Hawthorn Drive
Sumach Crescent
Oakwood Avenue
Hartwood Avenue
Silverbirch Lane
0
90
180 m


Policy: 13.C.1.3 Amendment: 83
5130 Fly Road, Lincoln
N
Philip Road
Fly Road
Zimmerman Road
Mountain Road
Frost Road
0
240
480 m


Policy: 13.C.1.4 Amendment: 108
2900 Fourth Avenue, Lincoln
N
Fourth Avenue
Nineteenth Street
Main Street
0
90
180 m


Policy: 13.C.1.5 Amendment: 78
2850 Fourth Avenue, Lincoln
N
Fourth Avenue
Jordan Road
Haynes Street
Nineteenth Street
Main Street
0
140
280 m

13.D Site Specific Policies for Niagara Falls

13.D.1 Land Use

Policy 13.D.1.1 Notwithstanding the provisions of Section 5.C Rural Areas Policies, an Open Space Area as shown on the Land Use Schedule of the Niagara Falls Official Plan, is recognized on the Niagara Parks Commission lands generally east of an existing hydro right of way, west of the Niagara River Parkway and northerly from a line part way between Willick Road and Weaver Road. Uses that promote the open space character of this area are permitted in accordance with the Niagara Falls Official Plan such as golf courses, compatible recreational uses, conservation uses and environmental areas. The Niagara Parks Commission operates under the authority and subject to the provisions of the **Niagara Parks Act**.

Policy 13.D.1.2 In addition to the policies in this Plan, the site consisting of approximately 30.5 ha (75 acres) and located on the north side of Miller Road, approximately 2900 feet east of Willoughby Drive in the City of Niagara Falls is subject to the following policies:

a) non-farm *development* proposals such as recreational, institutional, or estate residential *developments* will require an amendment to the City of Niagara Falls Official Plan. Such proposals shall be supported by qualified evidence demonstrating matters of need, suitability of the site for the proposed *development*, effect on adjacent properties, the adequacy of private water and sewer services, adequacy of road access, impact on Usher's Creek, impact on *woodlands* on the site, and financial impact on the municipality.

b) estate residential *development* shall proceed by plan of subdivision.

Policy 13.D.1.3 Within the Environmental Protection Area located south of Brown Road between Kalar Road and Garner Road in the City of Niagara Falls, notwithstanding other Policies in this Section of the Plan, trail *development* may be permitted within the provincially *significant wetland* and limited golf course *development* within the upland forest area provided that it is demonstrated through an Environmental Impact Study (EIS) prepared in accordance with Policies 7.B.2.1 to 7.B.2.5 that there will be no *significant* negative impact on *significant* natural heritage features or their *ecological functions*.

Policy 13.D.1.4 All the lands shown on Schedule D4 as Possible Aggregate Area, located south of Mountain Road and west of the Trans Canada Pipeline in the City of Niagara Falls, shall be rehabilitated in a progressive and sequential manner for *agricultural use* following

licensing and extraction. Any rehabilitation for uses other than agriculture shall require an Amendment to the Regional Official Plan. (The reference to Mountain Road refers to the road alignment as it existed prior to the fall of 2001.)

Policy 13.D.1.5 Notwithstanding the provisions of Section 5 - Rural and Agriculture and above Policy 13.D.1.4 Environmental: Mineral Resources in the Regional Official Plan, a landfill and ancillary facilities for the disposal of non-hazardous solid waste is permitted in accordance with approvals under the **Environmental Assessment Act** and **Environmental Protection Act**, on an 85.68 hectare property (53.9 hectare landfill footprint limit) generally located north of Thorold Stone Road, west of Taylor Road, south of former Mountain Road and east of Thorold Townline Road in the City of Niagara Falls (Township lots 31, 49, 50 and 66 in former Township of Stamford). The after use of the property following land filling, if other than agriculture, will require an amendment to this Plan.

Policy 13.D.1.6 Nothing in this Plan shall prohibit some continued residential *development* at low density to a depth of 140 metres (450 feet) along the west side of the Niagara Parkway in the City of Niagara Falls from the former village of Chippawa southerly to the northerly boundary of the Town of Fort Erie, but recognizing that the precise form and location of such additional *development* shall be determined jointly by the City and the Region.

Policy 13.D.1.7 Notwithstanding other policies of this Plan, the lands being comprised of approximately 2.83 hectares (6 acres) at the southwest corner of Lundy's Lane and Garner Road in the City of Niagara Falls may be used for tourist commercial and open space uses.

Policy 13.D.1.8 Notwithstanding other policies in this Plan, an Islamic Cemetery is permitted on a 2 hectare (5 acre) site on the north side of Yokom Road, east of Conrail line in the City of Niagara Falls (part of Lot 7, Concession IV, former Township of Crowland).

Policy 13.D.1.9 Lands in the City of Niagara Falls consisting of some 15 hectares (38 acres) located north of Mountain Road, south of the CNR line, west of St. Paul Avenue, and east of the Calaguiro Estates property must be developed together in a manner satisfactory to the Region and the City of Niagara Falls so as to improve the appearance of the former sand pit.

Policy 13.D.1.10 Notwithstanding other policies in this Plan, a recreational club containing up to 2,500 square feet of buildings is permitted on a site of about 10 hectares (25 acres) at the northeast corner of Lundy's Lane and Townline Road in the City of Niagara Falls, with the buildings to be located to the west of the Ministry of Transportation of Ontario's designated right-of-way, and the remainder of the site east of the right-of-way to be used only for picnics.

Policy 13.D.1.11 Notwithstanding other policies this Plan, a golf course with related golf club facilities is permitted on a site of about 140 acres consisting of parts of Lots 9, 10, 11 and 12, Concession 7, former

Township of Willoughby, City of Niagara Falls provided there is no *development* within the *Wetland*, all tees and greens are outside the floodline for Lyon's Creek as registered by the Niagara Peninsula *Conservation Authority*, all stormwater is collected and contained within the golf course lands above the floodline, and water is not taken from Lyon's Creek for the operation of the golf course. A 15 metre naturally vegetated *buffer* shall be established between the *development* and Lyon's Creek and the *Wetland* to be implemented through a restrictive zoning designation.
Furthermore, stormwater management for the golf course shall be designed in accordance with the Stormwater Management Practices Planning and Design Manual, June 1994. All watertakings, including the creation of ponds, in excess of 50,000 litres/day will require a Permit to Take Water pursuant to the **Ontario Water Resources Act**. The approval of any associated facilities such as a club house shall be subject to the satisfaction of all requirements of the Niagara Region Public Health Department to ensure that all matters related to potable water and sanitary sewage treatment are addressed.

Policy 13.D.1.12 Notwithstanding other policies and provisions in the Regional Official Plan to the contrary, a recreation/meeting hall and kitchen facility with a maximum total size of 3100 square feet is permitted on a site of about 10 hectares (25 acres) located on the northeast corner of Lundy's Lane and Townline Road in the City of Niagara Falls. Any buildings must be located to the west of the Ministry of Transportation of Ontario designated right-of-way for the Highway 20 By-pass and the remainder of the site east of the right-of-way used only for picnics. Furthermore, no *development* shall take place within the registered *floodplain* area of Beaverdams Creek. The entrance to the *development* must be relocated to the south in a location satisfactory to the Niagara Region Public Works Department and to the Ministry of Transportation when the highway is constructed. Use of the recreation hall will be limited to 100 seated persons. The number 100 is based on the capacity of the existing private septic system. If an expanded system is approved by the Niagara Region Public Health Department, then the number of persons can be increased to the capacity of the expanded system.

Policy 13.D.1.13 Notwithstanding other policies in this Plan, a golf course and a golf practice area are permitted on a 79 hectare (195 acre) site located on the south side of Grassy Brook Road, on parts of Lots 5 and 6, BF Concession in the former Township of Crowland, now in the City of Niagara Falls.

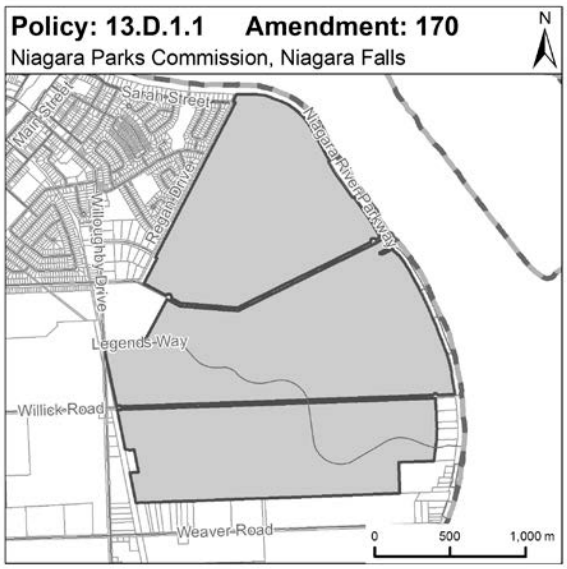
Policy 13.D.1.14 Notwithstanding the provisions of Section 5, Rural and Agriculture Policies in the Regional Official Plan, a golf course is permitted on a site located on a 22 hectare (54.4 acre) parcel located west of Morris Road, south of Grassy Brook Road and north of Biggar Road

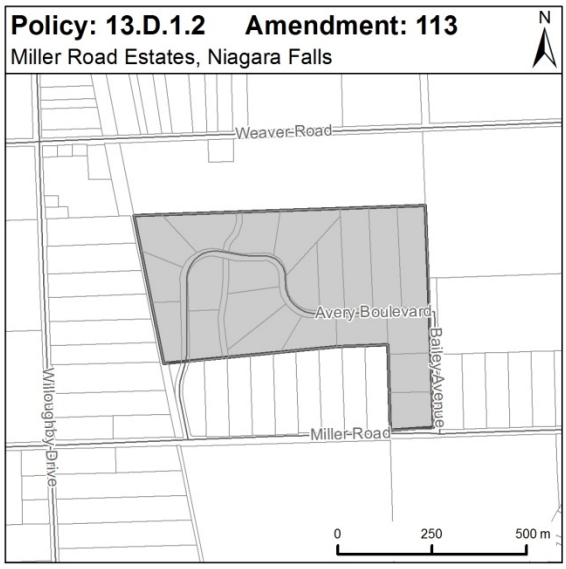
in the City of Niagara Falls. No portion of the golf course is permitted within the *woodland* on the site or within a natural *buffer* area at least 15 metres on either side of the top of the bank of Grassy Brook Creek and Lyon's Creek.

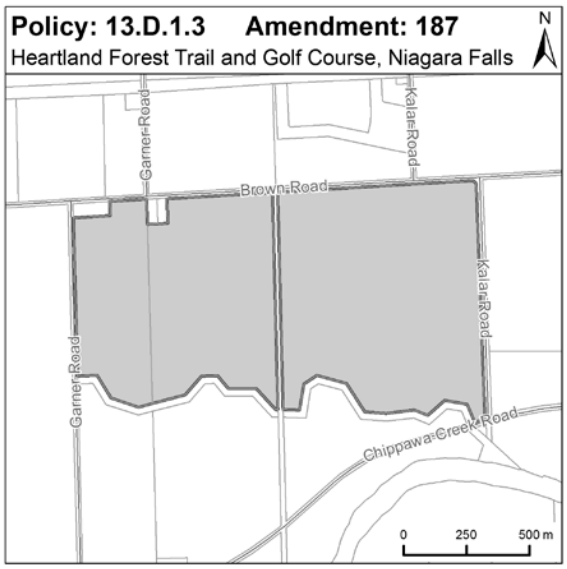
Policy 13.D.1.15 Notwithstanding the land use provisions of Section 5, Rural and Agriculture Policiesin the Regional Official Plan, a contractor's shop and yard with ancillary offices in a "Good General *Agricultural Area*" is permitted. The 1.1 hectare (2.72 acre) site is located at the northeast corner of McKenney Road and Biggar Road, in the City of Niagara Falls, Part of Lot 8, and Concession Broken Front.

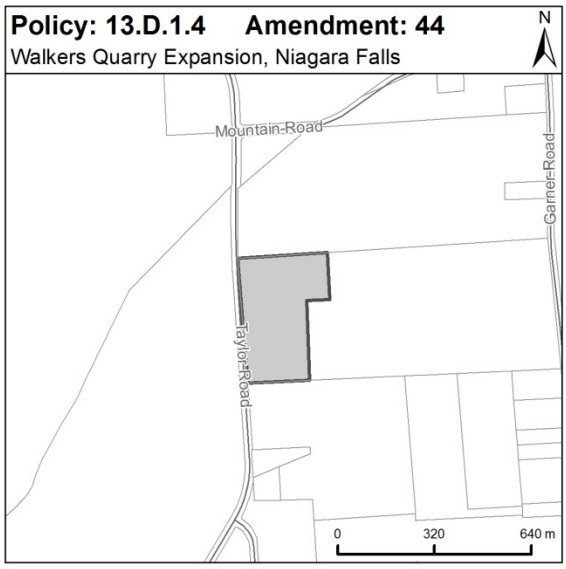
Policy 13.D.1.16 Notwithstanding the provisions of Section56, Rural and Agriculture Policies in the Regional Official Plan, a soccer and slo-pitch sport and recreation facility with connections to municipal water and sanitary sewage services is permitted on a 37 hectare (92-acre) site located west of the former Mountain Road Landfill, east of Mewburn Road and south of the CNR line in the City of Niagara Falls.

13.D.2 Servicing

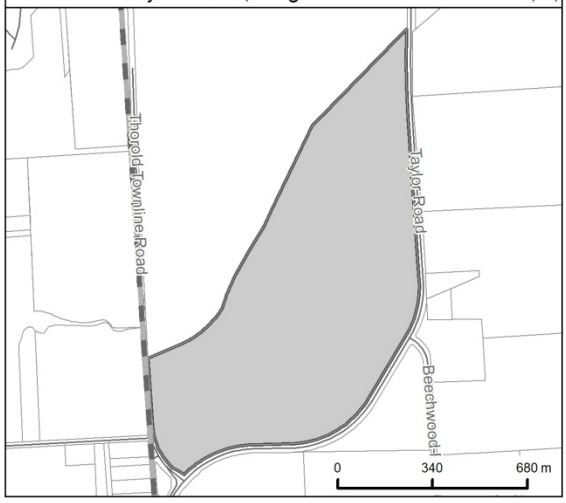

Policy: 13.D.1.1 Amendment: 170
Niagara Parks Commission, Niagara Falls
N
Main Street
Sarah Street
Niagara River Parkway
Willoughby Drive
Regal Road
Legends Way
Willick Road
Weaver Road
0
500
1,000 m


Policy: 13.D.1.2 Amendment: 113
Miller Road Estates, Niagara Falls
N
Weaver Road
Avery Boulevard
Bailey Avenue
Willoughby Drive
Miller Road
0
250
500 m


Policy: 13.D.1.3 Amendment: 187
Heartland Forest Trail and Golf Course, Niagara Falls
N
Garner Road
Kalar Road
Brown Road
Kalar Road
Garner Road
Chippawa Creek Road
0
250
500 m

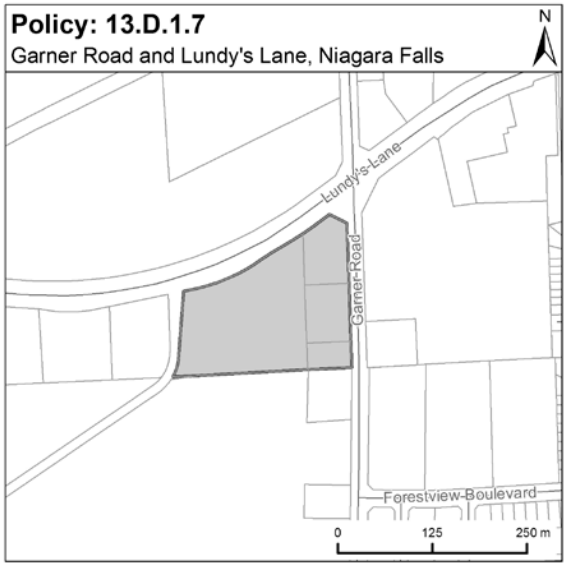

Policy: 13.D.1.4 Amendment: 44
Walkers Quarry Expansion, Niagara Falls
N
Mountain Road
Garner Road
Taylor Road
0
320
640 m

Policy: 13.D.1.5 Amendment: 1-2007
Walkers Quarry - Landfill, Niagara Falls

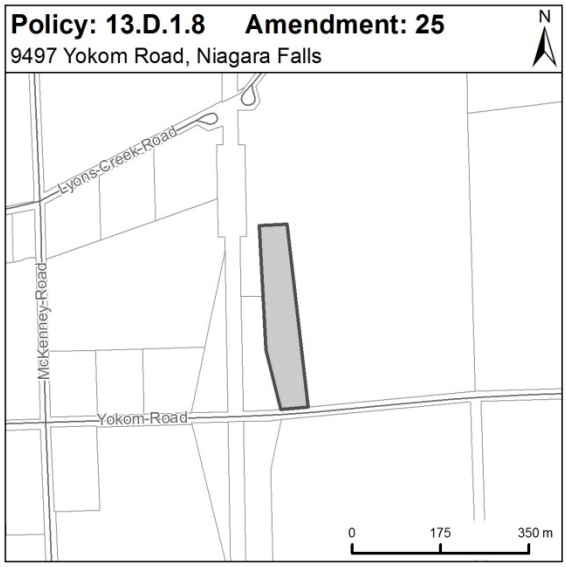


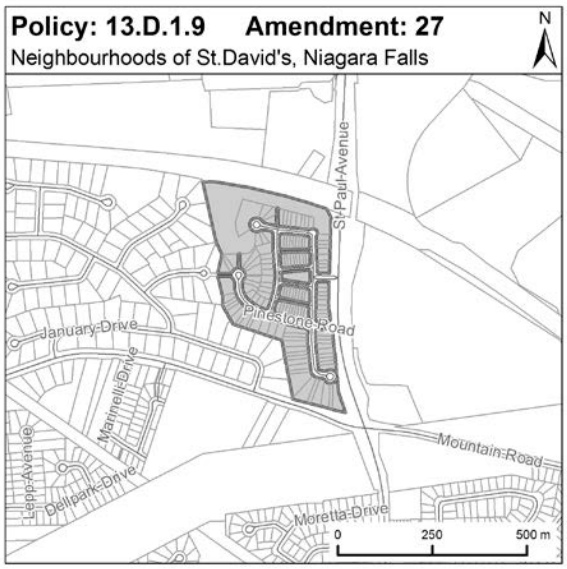
Policy: 13.D.1.6
Niagara Parkway Residential, Niagara Falls

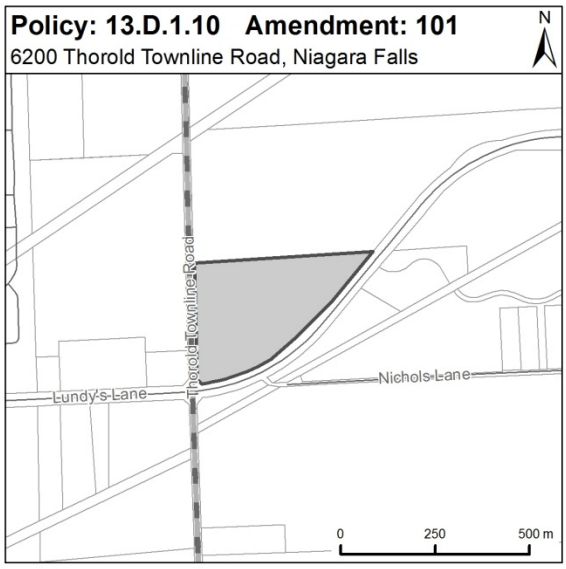
Policy: 13.D.1.7
Garner Road and Lundy's Lane, Niagara Falls



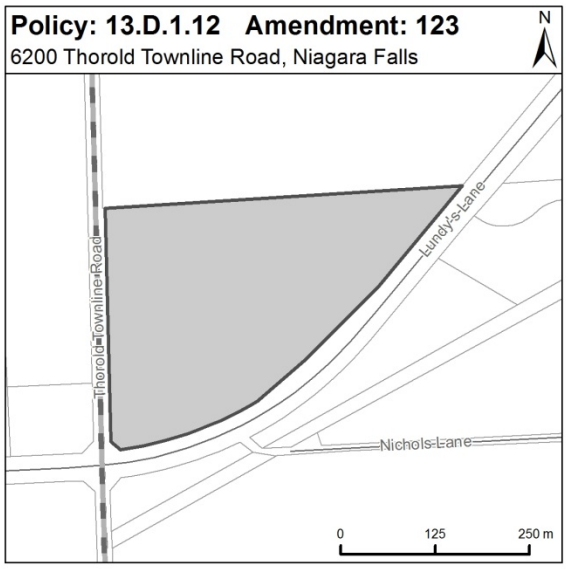
Policy: 13.D.1.8 Amendment: 25
9497 Yokom Road, Niagara Falls

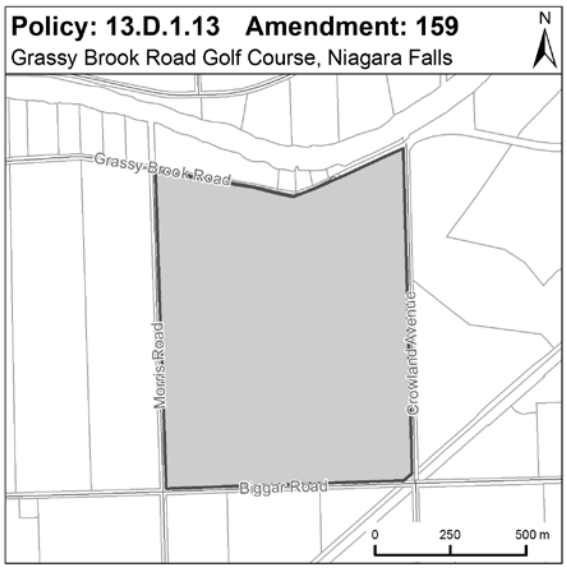


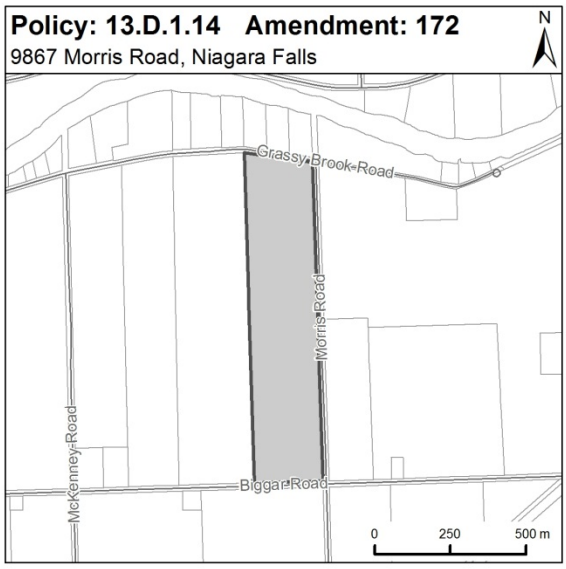

Policy: 13.D.1.9 Amendment: 27
Neighbourhoods of St.David's, Niagara Falls
N
St Paul Avenue
Pinestone Road
January Drive
Marinelli Drive
Leppa Avenue
Dellpark Drive
Mountain Road
Moretta Drive
0
250
500 m

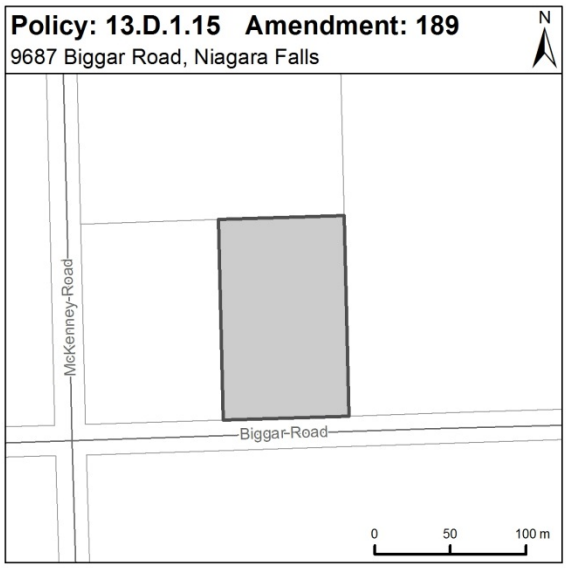

Policy: 13.D.1.10 Amendment: 101
6200 Thorold Townline Road, Niagara Falls
N
Thorold Townline Road
Lundy's Lane
Nichols Lane
0
250
500 m

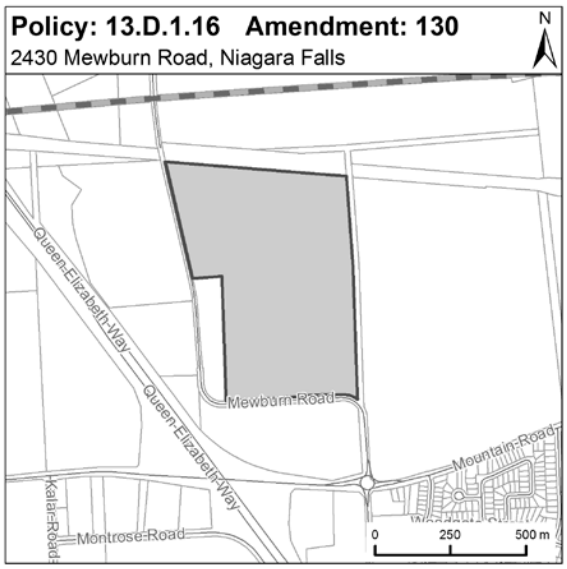
Policy: 13.D.1.11 Amendment: 50
10325 Willodell Road, Niagara Falls
N
Biggar Road
McCredie Road
Queen Elizabeth Way
Carl Road
Marshall Road
Beck Road
Montrose Road
Willodell Road
Young Road
0
500
1,000 m


Policy: 13.D.1.12 Amendment: 123
6200 Thorold Townline Road, Niagara Falls
N
Thorold Townline Road
Lundy's Lane
Nichols Lane
0
125
250 m


Policy: 13.D.1.13 Amendment: 159
Grassy Brook Road Golf Course, Niagara Falls
N
Grassy Brook Road
Morris Road
Crowland Avenue
Biggar Road
0
250
500 m


Policy: 13.D.1.14 Amendment: 172
9867 Morris Road, Niagara Falls
N
Grassy Brook Road
Morris Road
McKenney Road
Biggar Road
0
250
500 m


Policy: 13.D.1.15 Amendment: 189
9687 Biggar Road, Niagara Falls
N
McKenney Road
Biggar Road
0
50
100 m


Policy: 13.D.1.16 Amendment: 130
2430 Mewburn Road, Niagara Falls
N
Queen Elizabeth Way
Queen Elizabeth Way
Mewburn Road
Mountain Road
Kalar Road
Montrose Road
0
250
500 m

13.E Site Specific Policies for Niagara-on-the-Lake

13.E.1 Land Use

Policy 13.E.1.1 Notwithstanding other policies in this Plan, a residential dwelling is permitted on a site consisting of about .4 hectare (1 acre) being part of Lot 168, Registered Plan M-1 in the former Township of Niagara and located on the west side of Creek Road near Wall Road in the Town of Niagara-on-the-Lake.

Policy 13.E.1.2 Notwithstanding other policies in this Plan, a golf course, with related golf club facilities is permitted on a 111 hectares (275 acres) parcel located on the following lands. Firstly: Part of Lots 2, 3, and 4, Concession 10, in the Town of Niagara-on-the-Lake, Regional Municipality of Niagara. Secondly: Part Lot 1, in the City of Thorold, in the Regional Municipality of Niagara. Thirdly: Part Gore Lots 10 and 11 in the City of Niagara Falls, in the Regional Municipality of Niagara. Lastly: Part Lot 5, Concession 10, in the City of St. Catharines, in the Regional Municipality of Niagara.

Policy 13.E.1.3 Notwithstanding other policies in this Plan, the following Non-Farm *Rural Area*s and Service Commercial Areas are permitted on private services subject to the more detailed descriptions and policies contained in the Town of Niagara-on-the-Lake Official Plan.

a) Non-farm *Rural Area*s on lands located on either side of Firelane 14 (McNab Road) north of Lakeshore Road and east of Eight Mile Creek.
b) Lands on either side of Four Mile Creek Road, south of Lakeshore Road and extending north and south of Wall Road.
c) Lands located west of Four Mile Creek Road, south of Virgil and north of Line 3.
d) Lands located north of Queenston on either side of the Niagara Parkway to a point just north of Line 8, (Crysler Road).
e) Lands generally north and south of Queenston Road between the Glendale *Urban Area* east to St. David's and including lands located west of Concession 7 Road, south of Queenston Road.
f) Lands located in the Homer area north of Niagara Stone Road (Regional Road 55) and south of Eastchester Road, and
g) Service Commercial Areas on lands located west of the Glendale *Urban Area* between Queenston Road and the QEW, and
h) Lands located west of St. David's on the north side of Regional Road 81.

Policy 13.E.1.4 Notwithstanding other policies in this Plan, airport uses and commercial uses as set out in the Niagara-on-the-Lake Official Plan

are permitted on the Niagara District Airport property as designated in the Niagara-on-the-Lake Official Plan.

Policy 13.E.1.5 Notwithstanding other policies in this Plan, a municipal fire station is permitted on a site consisting of approximately 0.6 hectares (1.4 acres) and located on the south side of R.R. 55 (Niagara Stone Road), west of Concession 6 Road and north of Line 3 Road in the Town of Niagara-on-the-Lake. Furthermore, the fire station is to be connected to piped municipal water and sanitary sewer facilities.

Policy 13.E.1.6 Notwithstanding the provisions of Section 5, Rural and Agriculture Policies in the Regional Official Plan, a 21-bedroom inn and a 40-seat restaurant in an existing building in combination with a minimum of 12 acres of vinifera grapes, are permitted on a 6.8-hectare (16.76-acre) site located at 16104 Niagara River Parkway, south of John Street in the Town of Niagara-on-the-Lake. Vehicular access to the site is to be provided from John Street only.

Policy 13.E.1.7 Notwithstanding the policies and provisions of Section 4 Managing Growth, Section 5.C Policies for *Rural Area*s in the Regional Official Plan, the policies of Section 6.C Mineral Resources shall be maintained on the former Queenston Quarry property, known as 5523 Townline Road, Niagara-on-the-Lake, and located on the north side of Townline Road and Portage Road, north of Highway 405 and east of Melrose Drive, until such time as the Ministry of Natural Resources is satisfied that the quarry rehabilitation and decommissioning (Record of Site Condition) are completed and the quarry license and Ministry of Environment Certificates of Approval are surrendered. Following which, the *redevelopment* of the former Queenston Quarry for a mix of uses including:

a) residential, a hotel with associated *secondary uses*, and wine storage caves, within an *urban area* on the Queenston Quarry site not exceeding 12.14 hectares; and
b) vineyard, winery, golf course, clubhouse and other recreational uses

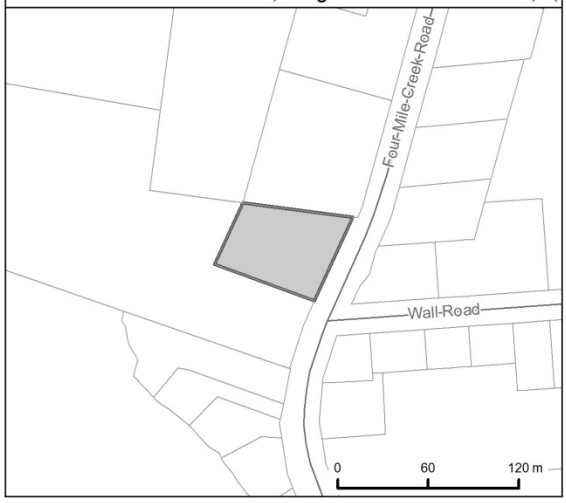
is permitted, subject to the policies and provisions of the Regional Official Plan and the preparation and approval of a Master Servicing Plan, a revised Traffic Impact Study, a Phasing Plan, a revised Environmental Impact Study, a Noise Impact Study and a Water Quality Monitoring Study. The *Urban Area* Boundary in this area will be monitored and reviewed with respect to the land need and servicing allocation as part of the Region's next 5 year *Municipal Comprehensive Review*. Prior to any further planning approval for lands situated on the quarry floor, the applicant be required to enter into a servicing agreement with Niagara Region to be registered on title to ensure servicing and transportation costs associated with this *development* are carried out at the developer's expense and

that this *development* does not qualify for the waiver of *development* charges.

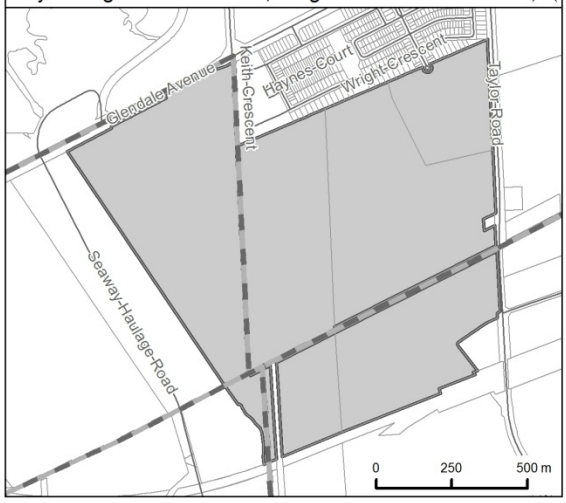
13.E.2 Servicing

Policy 13.E.2.1 Notwithstanding the provisions of Policy 5.C.5 of the Regional Official Plan, a new private sanitary sewer forcemain approximately 75mm in diameter is permitted to serve the proposed Two Sisters Estate Winery located at 240 John Street in the Town of Niagara-on-the-Lake which includes the estate winery, the hospitality area and the wine tasting and sales components of the winery. The estate winery and *secondary uses* shall not exceed 30,000 ft^2.

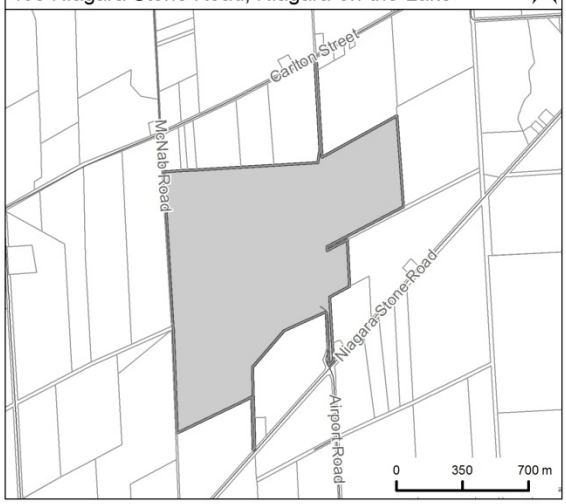
Policy: 13.E.1.1 Amendment: 62
2230 Four Mile Creek Road, Niagara-on-the-Lake



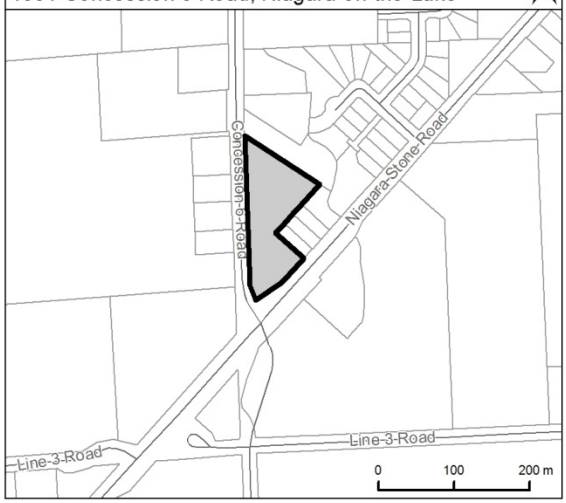
Policy: 13.E.1.2 Amendment: 76, pt 2
Royal Niagara Golf Course, Niagara-on-the-Lake



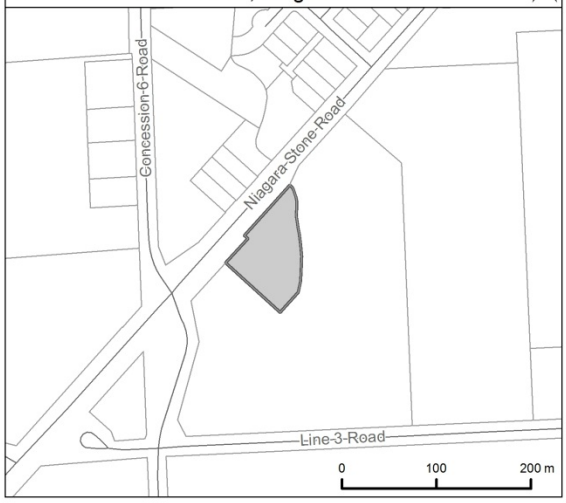
Policy: 13.E.1.4 Amendment: 158
468 Niagara Stone Road, Niagara-on-the-Lake



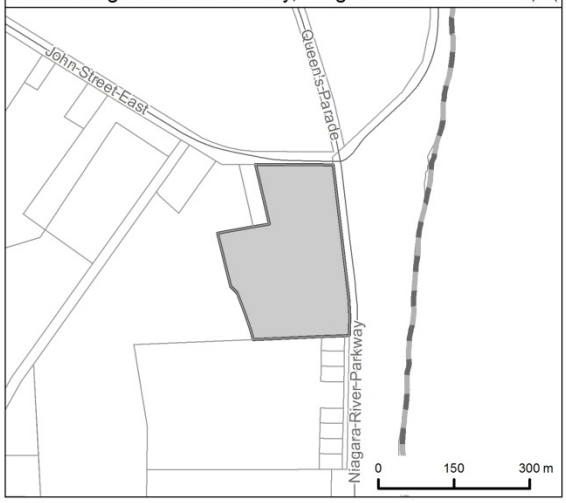
Policy: 13.E.1.5 Amendment: 146
1391 Concession 6 Road, Niagara-on-the-Lake



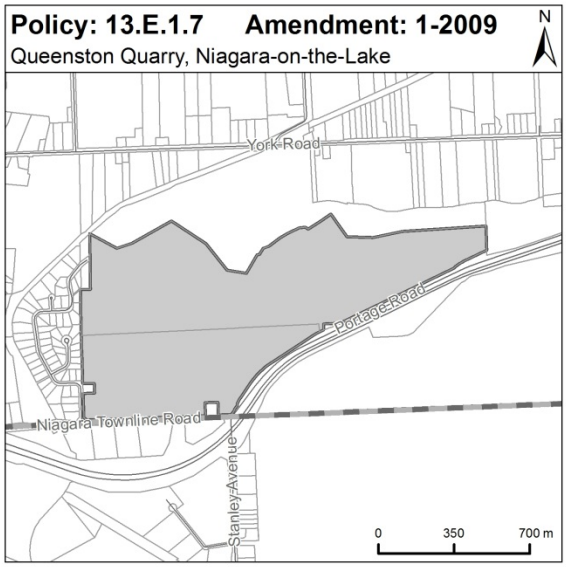
Policy: 13.E.1.5 Amendment: 146
1391 Concession 6 Road, Niagara-on-the-Lake



Policy: 13.E.1.6 Amendment: 173
16104 Niagara River Parkway, Niagara-on-the-Lake



Policy: 13.E.1.7 Amendment: 1-2009
Queenston Quarry, Niagara-on-the-Lake



13.F Site Specific Policies for Pelham

13.F.1 Land Use

Policy 13.F.1.1 Notwithstanding other policies of this Plan, the industrial area along both sides of Webber Road between Cream and Effingham Streets so designated in the approved Official Plan of the Town of Pelham may be developed and used in accordance with the policies of that Official Plan.

Policy 13.A.1.2 Notwithstanding other policies in this Plan, a church is permitted on a .5 hectare (1.3 acre) site located on the east side of Rice Road and north of Port Robinson Road in the Town of Pelham (Part Lot 165, former Township of Thorold).

Policy 13.F.1.3 Other policies in this Plan notwithstanding, a day camp use including a picnic pavilion, washroom facility, and playing fields involving approximately 2 hectares (5 acres) on the northern upland portion is permitted on the parcel of land consisting of approximately 57 hectares (140 acres) and located on Kilman Road on Part of Lots 7 and 8, Concession 5 in the Town of Pelham provided:

a) day campers are limited to no more than 50 people a day,
b) non-agricultural buildings and structures are limited to a picnic pavilion and a 4500 litre/day washroom facility,
c) uses on the site, excluding the approximately 2 hectare (5 acre) parcel on the upland portion, are to be limited to agriculture, conservation, nature viewing, and walking trails,
d) overnight camping is not permitted, and
e) recreation uses and *development* on the site shall be in accordance with the policies of the Niagara Escarpment Plan.

Policy 13.F.1.4 Notwithstanding other policies and provisions in the Regional Official Plan to the contrary, a golf course expansion is permitted to the existing Peninsula Lakes Golf Course on a 13.96 hectares (34.5 acres) site located on Part Lot 12, Concession 7, in the Town of Pelham, west of Cream Street and south of Tice Road. No built structures requiring private sewage treatment facilities are permitted on the expansion site.

Policy 13.F.1.5 Notwithstanding other policies in this Plan, a seniors' long-term care facility is permitted on municipal services outside the Provincially *Significant* Draper's Creek *Wetland* on lands of about 1 hectare (2.5 acres), being part of Lot 1, Concession 10 in the former Township of Pelham and located on the west side of South Pelham Road in the Town of Pelham immediately north of the Pelham-Welland municipal boundary.

Policy 13.F.1.6 Notwithstanding other policies in this Plan, a tent rental service is permitted on a site consisting of about 0.9 hectares (2.3 acres) and located on part of Lot 15, Concession 8 in the former Township of Pelham, now in the Town of Pelham, on the east side of Maple Street south of Regional Road 20.

Policy 13.F.1.7 Notwithstanding other policies in this Plan, a golf practice facility is permitted on a site consisting of about 9.3 hectares (23 acres) and located on part of Lot 4, Concession 7 in the former Township of Pelham, now in the Town of Pelham, south of Tice Road and west of Lookout Street. The severance of two existing dwellings from the property is also permitted.

Policy 13.F.1.8 Notwithstanding other policies in this Plan, a golf course, driving range and accessory facilities are permitted on a site consisting of about 64.9 hectares (160 acres) located on part of Lots 19 and 20, and part of the road allowance between Lots 19 and 20, Concession 3, in the former Township of Pelham, now in the Town of Pelham, on the east side of Regional Road 24.

Policy 13.F.1.9 Notwithstanding the provisions of Chapter 5, of the Regional Official Plan, an expansion to an existing community sports park, (Fenwick Centennial Park) consisting of about 10.2 hectares (25.3 acres) is permitted on a site located east of the existing park at 999 Church Street in the community of Fenwick in the Town of Pelham.

Policy 13.F.1.10 Notwithstanding the land use policies contained in Chapter 5 of the Regional Official Plan, a 9 hole expansion to the existing Sparrow Lakes Golf Course is permitted on about a 24 hectare (60 acre) site located to the west of the existing course on two parcels to the north and south of River Road on part Lot 2 Concession 14 and part of the road allowance between Lots 1 and 2, Concession 14 in the Town of Pelham. The golf course *development* is not permitted in the wooded area found on that portion of the northern parcel north of River Road.

Policy 13.F.1.11 Notwithstanding other policies in the Plan, an expansion to the existing Sawmill Golf Course for the purpose of a golf practice facility is permitted on an approximately 6.5 hectare (16.1 acre) site located on the west side of Maple Street, south of Sawmill Road, Part Lot 16, Concession 2 in the Town of Pelham.

13.F.2 Servicing

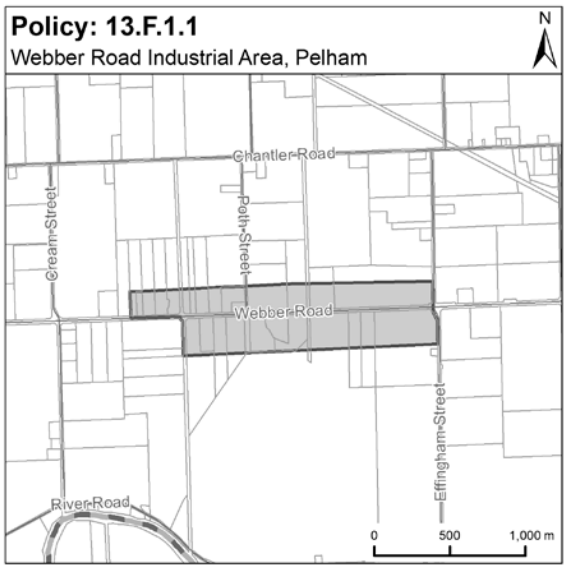
Policy 13.F.2.1 Notwithstanding the provisions of Policy 5.C.5, the extension of a sanitary sewer forcemain is permitted on Haist Street outside the Fonthill *Urban Area* to serve the Pelham Evangelical Friends Church located at 940 Haist Street and two intervening existing

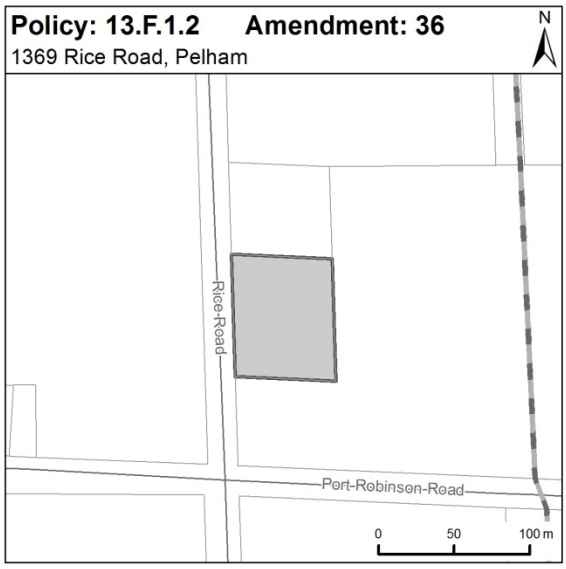
residential dwellings located on Haist Street between the *Urban Area* and the church building.

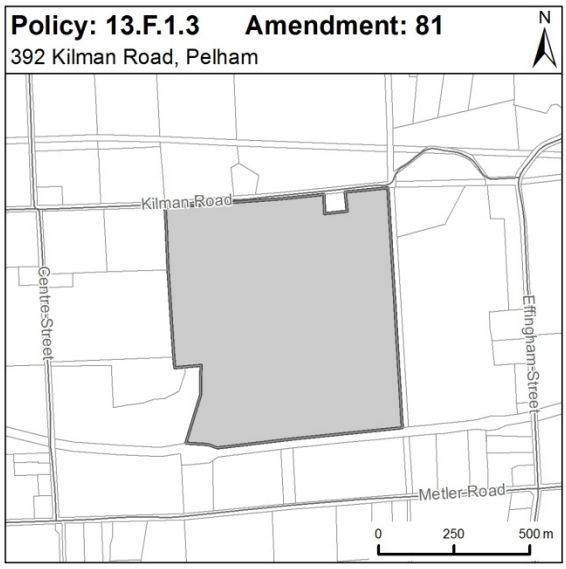
Policy 13.F.2.1

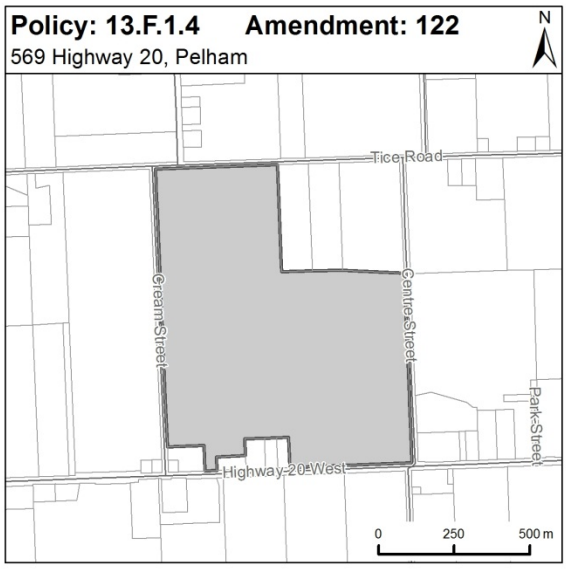
The following waterlines have been reviewed in accordance with Policies 5.C.5 and 8.B.20 and are deemed to comply with these policies:

a) A 150 millimetre (6 inch) waterline extending 225 metres (740 feet) north along Lookout Street from Highway 20 in the Town of Pelham.
b) A 150 millimetre (6 inch) waterline extending 1.3 kilometres along Regional Road 20 westerly from Lookout Street to the eastern boundary of the property occupied by E.L. Crossley Secondary School in the Town of Pelham.
c) Two centimeter (3/4 inch) lateral connections to a local municipal waterline for land uses along the east side if Rice Rd. in the Town of Pelham, between Hurricane Rd. and the Welland municipal boundary.


Policy: 13.F.1.1
Webber Road Industrial Area, Pelham
N
Chantler Road
Cream Street
Poth Street
Webber Road
Effingham Street
River Road
0
500
1,000 m


Policy: 13.F.1.2 Amendment: 36
1369 Rice Road, Pelham
N
Rice Road
Port Robinson Road
0
50
100 m


Policy: 13.F.1.3 Amendment: 81
392 Kilman Road, Pelham
N
Kilman Road
Centre Street
Effingham Street
Metler Road
0
250
500 m

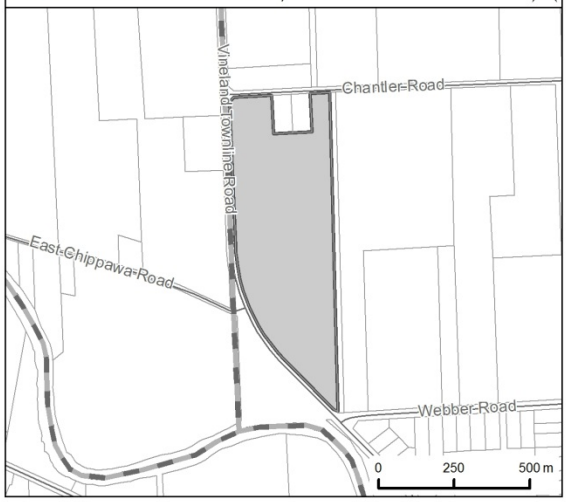

Policy: 13.F.1.4 Amendment: 122
569 Highway 20, Pelham
N
Tice Road
Cream Street
Centre Street
Park Street
Highway 20 West
0
250
500 m

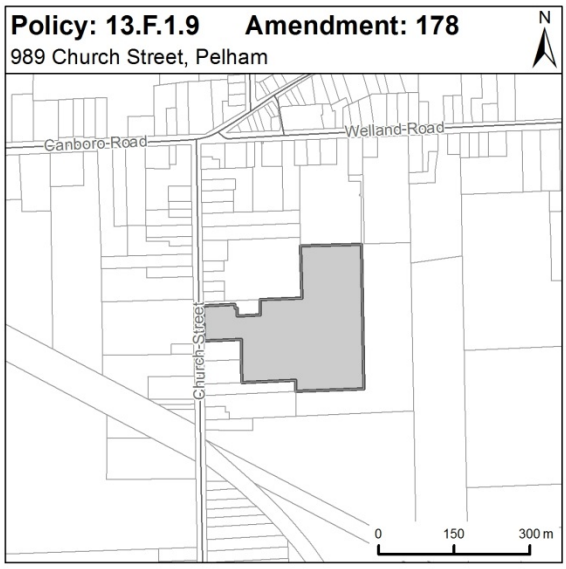
Policy: 13.F.1.5 Amendment: 145
920 Pelham Street, Pelham

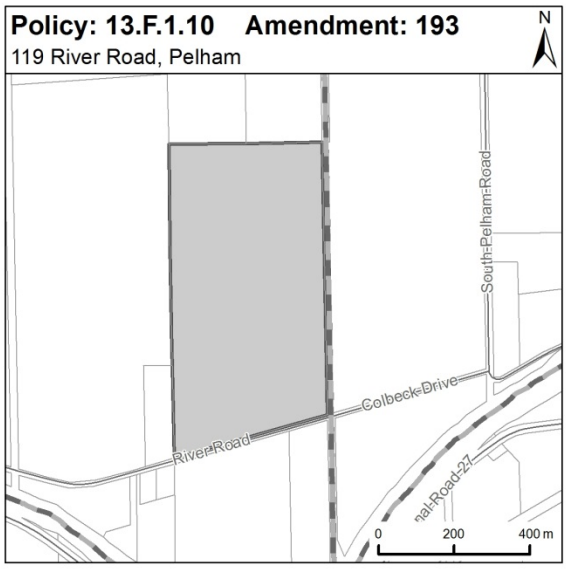
Policy: 13.F.1.6 Amendment: 153
796 Highway 20, Pelham

Policy: 13.F.1.7 Amendment: 144
220 Tice Road, Pelham

Policy: 13.F.1.8 Amendment: 157
313 Vineland Townline Road, Pelham




Policy: 13.F.1.9 Amendment: 178
989 Church Street, Pelham
N
Ganboro Road
Welland Road
Church Street
0
150
300 m


Policy: 13.F.1.10 Amendment: 193
119 River Road, Pelham
N
South Pelham Road
Colbeck Drive
River Road
0
200
400 m

13.G Site Specific Policies for Port Colborne

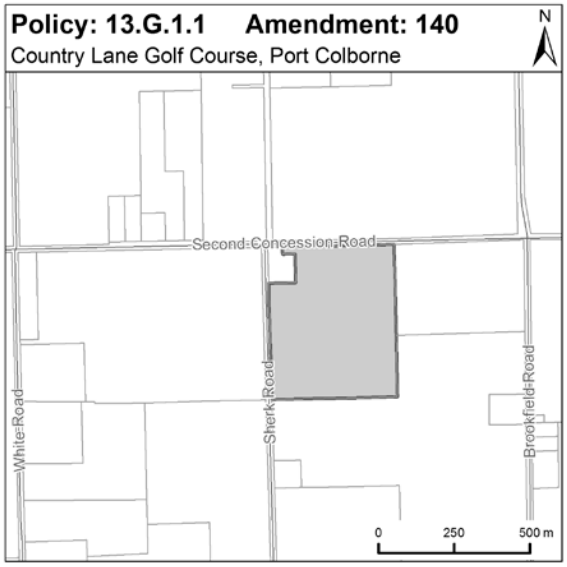
13.G.1 Land Use

Policy 13.G.1.1 Notwithstanding other policies in this Plan, an expansion to the existing Country Lane Golf Course is permitted on an approximately 19.5 hectare (48 acre) site located on the east side of Sherk Road, south of Second Concession Road, on Part Lot 12, Concession 2 in the City of Port Colborne.

13.G.2 Servicing

Policy 13.G.2.1 The following waterlines have been reviewed in accordance with Policies 5.C.5 and 8.B.20 and are deemed to comply with these policies:

a) A 200 millimetre (8 inch) waterline extending 3.7 kilometres from Highway 140 easterly along Second Concession Road to a point east of Miller Road to serve Port Colborne Poultry.


Policy: 13.G.1.1 Amendment: 140
Country Lane Golf Course, Port Colborne
N
Second Concession Road
White Road
Sherk Road
Brookfield Road
0
250
500 m

13.H Site Specific Policies for St. Catharines

13.H.1 Land Use

Policy 13.H.1.1 Notwithstanding other policies in this Plan, three residential dwellings are permitted with municipal water and sewer services on a 2.6 acre parcel located at 370 Martindale Road in the City of St. Catharines.

Policy 13.H.1.2 Notwithstanding other policies in this Plan, a church with a connection to a municipal waterline is permitted on a site consisting of about 0.8 hectares (2 acres) and located between Old Martindale Road and Martindale Road in the City of St. Catharines.

Policy 13.H.1.3 Notwithstanding the provisions of Chapter 5 – Rural and Agriculture in the Regional Official Plan, a church is permitted on private water and private sewage treatment services on a 4.03 ha (10-acre) site located east of First Street Louth, north of Rykert Street, and west of a Hydro right-of-way in the City of St. Catharines.

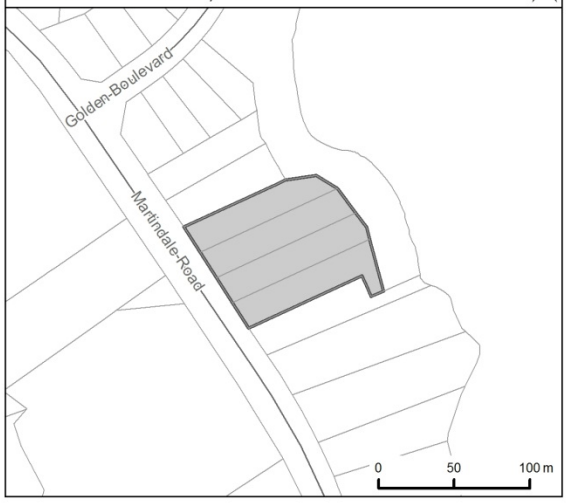
Policy 13.H.1.4 Notwithstanding the provisions of Chapter 5 - Rural and Agriculture,, several mini soccer fields extending no more than 45 metres west of the *Urban Area* Boundary into the 60 metre hydro corridor are permitted on a site located immediately west of the Club Roma property on Vansickle Road in the City of St. Catharines.

13.H.2 Servicing

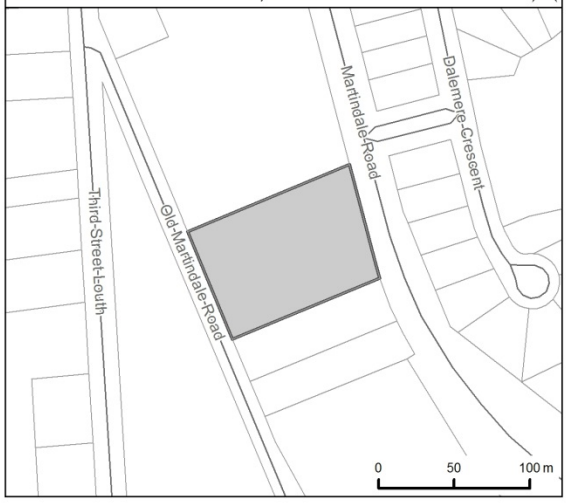
Policy 13.H.2.1 The following waterlines have been reviewed in accordance with Policies 5.C.5 and 8.B.20 and are deemed to comply with these policies:

a) A 2” waterline extending from Fox Trail Drive along Rykert Street approximately 1250 feet to serve only the Hy-Grade Precast Concrete property located at 2411 First Street Louth in the City of St. Catharines.

Policy: 13.H.1.1 Amendment: 82
370 Martindale Road, St.Catharines



Policy: 13.H.1.2 Amendment: 90
1230 Old Martindale Road, St.Catharines



Policy: 13.H.1.3 Amendment: 152
2360 First Street Louth, St.Catharines

Policy: 13.H.1.4 Amendment: 184
Club Roma Soccer Fields, St.Catharines

13.I Site Specific Policies for Thorold

13.I.1 Land Use

Policy 13.I.1.1 *Development* in the *Rural area* located east of Highway 58, south of Old Thorold Stone Road, west of Townline Road and north of Beaverdams Road in the City of Thorold will proceed by way of a secondary plan addressing such issues as the residential compatibility, servicing, historical features, tourism, and the natural environment. This secondary plan will form part of either the Thorold Official Plan or the Regional Official Plan.

A 61 metre (200 foot) possible future highway widening corridor along the east/west portion of Highway 58 (Thorold Stone Road) between Davis Road and Thorold Townline Road as shown in the City of Thorold Official Plan will be protected until future Highway 420 extension needs are identified by the Ministry of Transportation. Also, no direct new access will be permitted to the above portion of Highway 58 between Davis Road and Thorold Townline Road.

Policy 13.I.1.2 Notwithstanding other policies of this Plan, the head office and manufacturing facility of E.S. Fox Ltd. and its affiliated companies or successors are permitted on their lands consisting of approximately 33 hectares (84 acres) located on part of Lots 214 and 215 in the City of Thorold.

Policy 13.I.1.3 Notwithstanding other policies in this Plan, an asphalt manufacturing facility is permitted on parts of Lots 28 and 15, on the east side of the Third Welland Canal, in the City of Thorold.

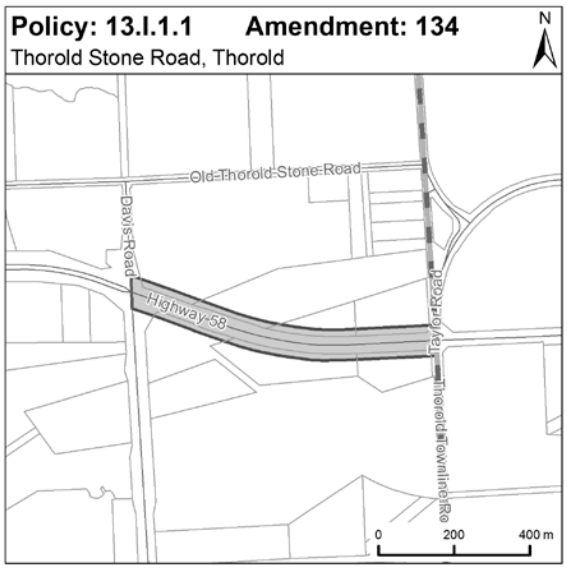
Policy 13.I.1.4 Notwithstanding other policies of this Plan, a concrete batching plant is permitted on a site consisting of about 1.8 hectares (4.5 acres) and located west of Davis Road and south of Old Thorold Stone Road in the City of Thorold.

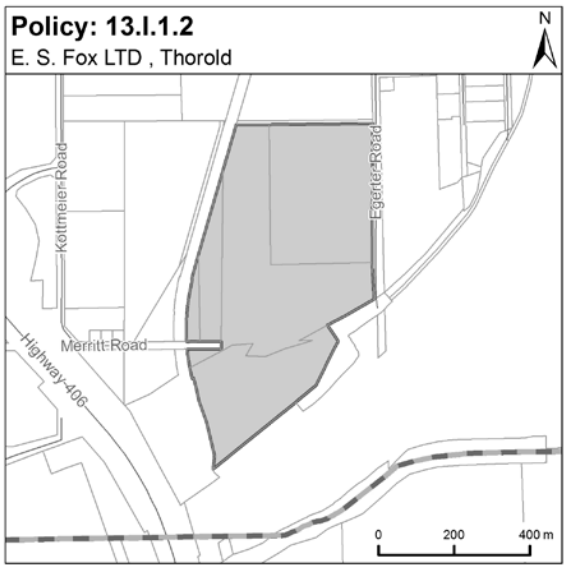
Policy 13.I.1.5 Notwithstanding other policies in this Plan, a golf course and driving range is permitted on a site consisting of about 16.2 hectares (40 acres) located on part of Lot 121 in the former Thorold Township now in the City of Thorold, north of Regional Road 20.

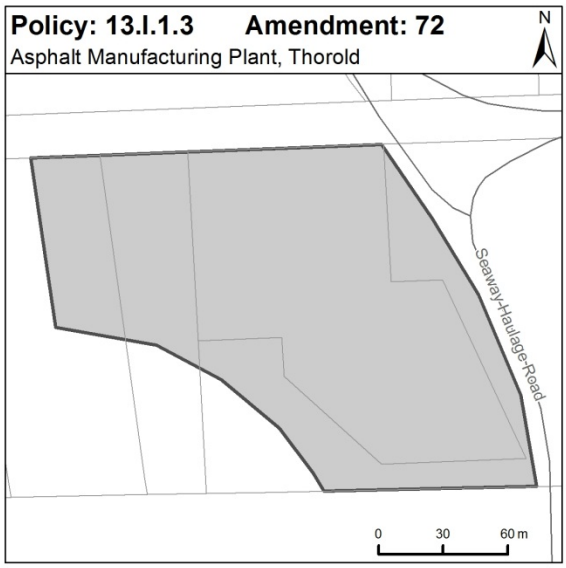
Policy 13.I.1.6 Notwithstanding the provisions of Chapter 5 – Rural and Agriculture, of the Regional Official Plan, cemetery and accessory uses, including a reception centre facility, are permitted in addition to the uses allowed under Policy 6.A.6 on the westerly undeveloped portion of the lands of Pleasantview Memorial Gardens Cemetery, Part of Township Lots 149 and 150, Old Township of Thorold, now in the City of Thorold, consisting of approximately 10.5 hectares (26.0 hectares) of land located on the east side of Merrittville

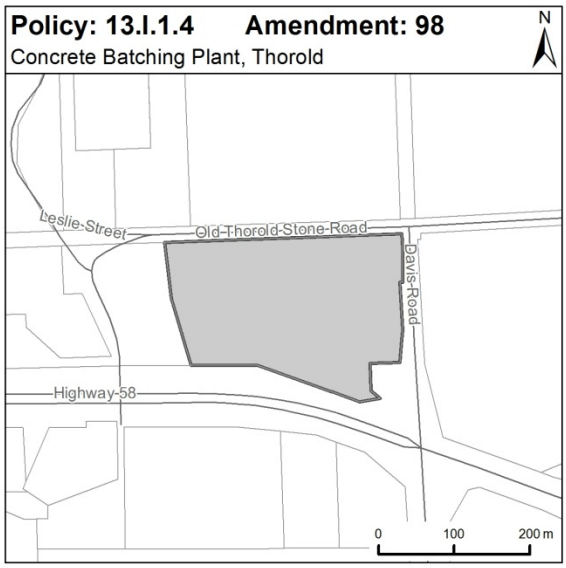
Highway (Regional Road 50), north of Highway 20 (Regional Road 20) and south of the former CN Rail line (Fonthill Spur).

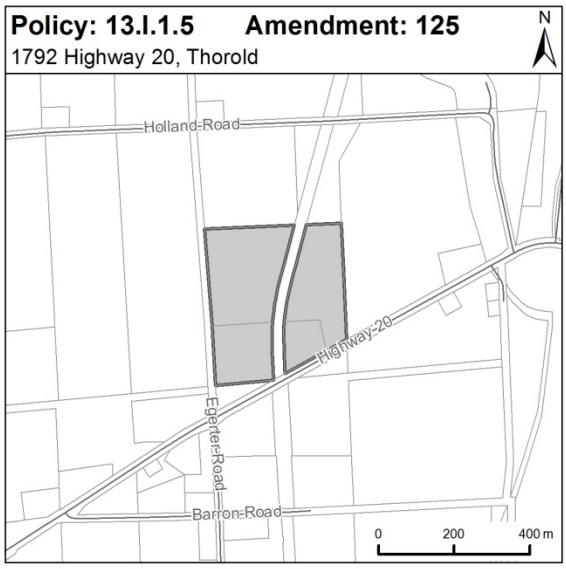
13.I.2 Servicing

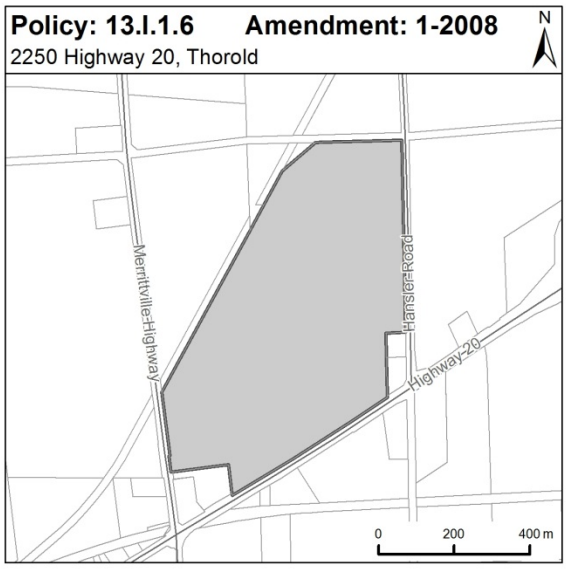

Policy: 13.I.1.1 Amendment: 134
Thorold Stone Road, Thorold
N
Old Thorold Stone Road
Davis Road
Highway 58
Thorold Townline Rd
0
200
400 m


Policy: 13.I.1.2
E. S. Fox LTD , Thorold
N
Kottmeier Road
Egerter Road
Merritt Road
Highway 406
0
200
400 m


Policy: 13.I.1.3 Amendment: 72
Asphalt Manufacturing Plant, Thorold
N
Seaway Haulage Road
0
30
60 m


Policy: 13.I.1.4 Amendment: 98
Concrete Batching Plant, Thorold
N
Leslie Street
Old Thorold Stone Road
Davis Road
Highway 58
0
100
200 m


Policy: 13.I.1.5 Amendment: 125
1792 Highway 20, Thorold
N
Holland Road
Highway 20
Egelton Road
Barron Road
0
200
400 m


Policy: 13.I.1.6 Amendment: 1-2008
2250 Highway 20, Thorold
N
Merrittville Highway
Hamster Road
Highway 20
0
200
400 m

13.J Site Specific Policies for Wainfleet

13.J.1 Land Use

Policy 13.J.1.1 In accordance with the provisions of Policy 5.D.1, a church is permitted on about a 5 acre parcel located west of Wellandport Road in the Township of Wainfleet as an extension to the boundary of the hamlet of Wellandport and as further illustrated in the Township of Wainfleet Official Plan.

Policy 13.J.1.2 In accordance with the provisions of Policy 5.D.1, a parcel of land approximately 7 hectares (18 acres) in area, located south of Ostryhon Corners in the Township of Wainfleet is included within the boundary of the Hamlet of Ostryon Corners as further illustrated in the Township of Wainfleet Official Plan.

Policy 13.J.1.3 Notwithstanding the provisions contained in Chapter 6 – Mineral Resources, any expansion of the extraction area for the Reeb Quarry (M.A.Q. Aggregates Quarry) into the portion of the licensed area located approximately 425 metres east of Bessey Road on the northwestern part of Concession 1, Lot 2 in the Township of Wainfleet is not permitted and will not be considered without an amendment to the Regional Official Plan and the Township of Wainfleet Official Plan.

No extraction will be permitted in any portion of Phase 2 of the licensed area located east of Bessey Road including any removal of wooded areas or change in grade until such time as it is determined by the Ministry of Natural Resources and to the satisfaction of the Region, based on an independent peer review prepared at the licensee's expense, that the objectives and targets set out in the *Woodland* Restoration Plan have been achieved.

Notwithstanding the above, not earlier than 15 years from the date the license is granted, MAQ or the holder of the license at such time may request that the Region consider permitting extraction to proceed into Phase 2A as referenced on the site plans, if the objectives and targets of the Woodland Restoration Plan have been achieved to the date of the request. If in the opinion of the Region, the said targets have been achieved to the date of the request and MAQ or the holder of the license at that time submits a report to the Region from a qualified expert that the proposed extraction in Phase 2A will not impact upon the restored woodlot or impair the Woodland Restoration Plan (said report subject to peer review by the Region at the expense of the license holder), the Region will advise the Ministry of Natural Resources that the license should be amended to allow for extraction in Phase 2A.

Notwithstanding that the existing woodlot on the subject lands is not designated as Environmental Conservation Area, there shall be no extraction of materials, regarding or removal of any of the vegetation, other than that which may be required as part of the Woodland Restoration Plan, until such time as the objectives in the Woodland Restoration Plan have been satisfactorily completed in full or extraction of Phase 2A is complete, whichever is later.

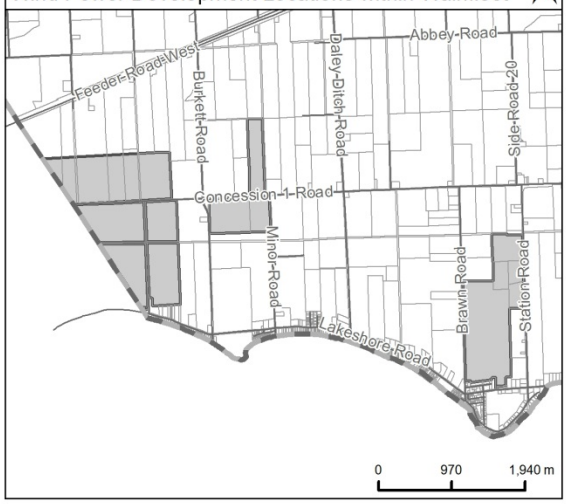
Policy 13.J.1.4 Notwithstanding the land use provisions of Chapter 5 – Rural and Agriculture, of the Regional Official Plan, wind turbines are permitted on three (3) sites, with no more than 3 wind turbines per site, to a total of no more than eight (8), with each wind turbine taking approximately an acre of land in the Township of Wainfleet. The first site of approximately 140 hectares (346 acres) is between Braun Road and Station Road (Regional Road 3), north of Lakeshore Road and south of the abandoned CN Rail line. The second site of approximately 126 hectares (311 acres) is between the Regional boundary and Burkett Road, south of the Welland Feeder Canal and north of Lakeshore Road. Site C of approximately 60 hectares (148 acres), divided by Concession 1 Road, is between Minor Road and Burkett Road, north of the abandoned CNR railway with a northern portion one concession north within the western half of Lot 28.

13.J.2 Servicing

Policy: 13.J.1.1 Amendment: 105
74082 Wellandport Road, Wainfleet

Policy: 13.J.1.3 Amendment: 4-2005
Reeb Quarry, Wainfleet

Policy: 13.J.1.4 Amendment: 197
Wind Power Development Locations within Wainfleet



13.K Site Specific Policies for Welland

13.K.1 Land Use

Policy 13.K.1.1 Notwithstanding other policies in this Plan, a golf course is permitted on a site consisting of about 31 hectares (76 acres) and located on Part of Lots 259, 260, and 260 Broken Front Concession, former Township of Thorold, now in the City of Welland.

Policy 13.K.1.2 Notwithstanding other policies in this Plan, a golf course is permitted on a site consisting of about 40 hectares (96 acres) and located north of Carl Road east of Moyer Road (Regional Road 84) and west of an unopened road allowance in the City of Welland.

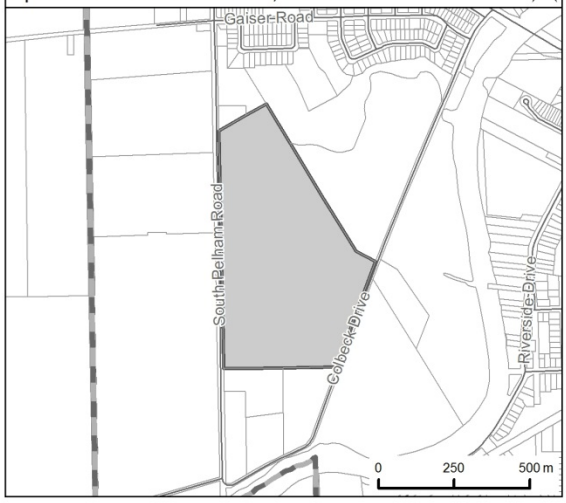
To minimize the impact of the golf course upon surface water resources, the *development* of the golf course, and all facilities associated with the golf course, shall be in accordance with the Ministry of the Environment and Energy's Stormwater Management Practices Planning and Design Manual, June 1994.

Policy 13.K.1.3 Notwithstanding other policies in this Plan, a church is permitted on a site consisting of about 3 acres and located on Quaker Road to the west of Rice Road in the City of Welland.

Policy 13.K.1.4 Notwithstanding other policies in this Plan, a golf course is permitted on a site consisting of approximately 35 hectares (87 acres) located on the north side of River Road, west of South Pelham Road in the City of Welland.

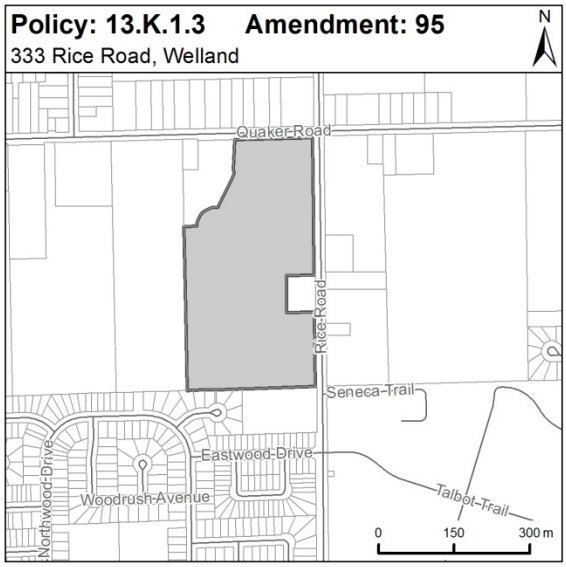
13.K.2 Servicing

Policy: 13.K.1.1 Amendment: 69
Sparrow Lakes Golf Course, Welland

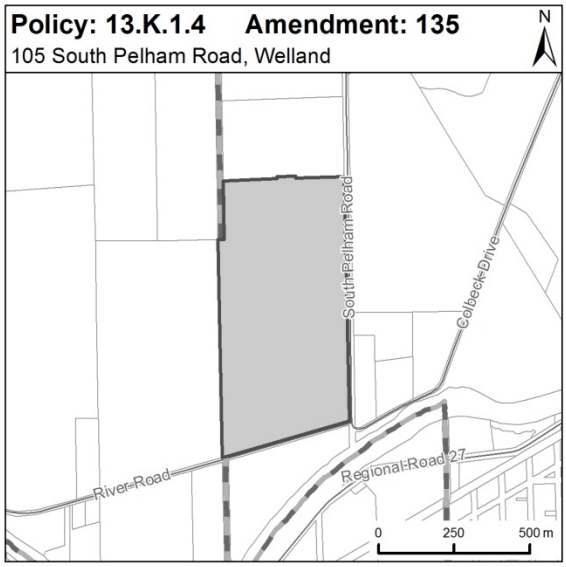


Policy: 13.K.1.2 Amendment: 86
794 and 800 Carl Road, Welland

Policy: 13.K.1.3 Amendment: 95
333 Rice Road, Welland



Policy: 13.K.1.4 Amendment: 135
105 South Pelham Road, Welland



13.L Site Specific Policies for West Lincoln

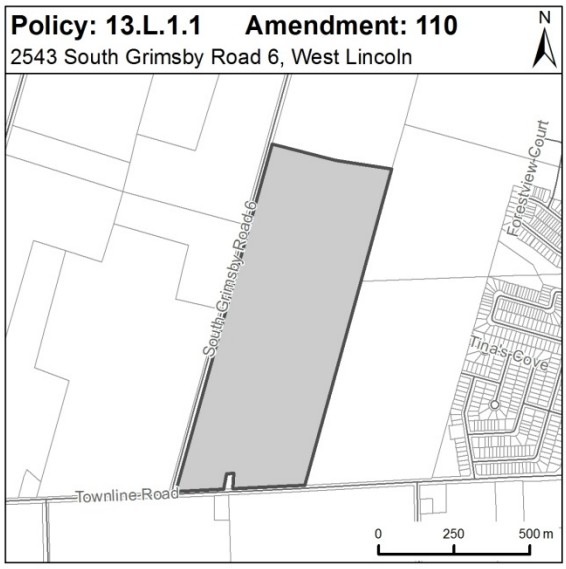
13.L.1 Land Use

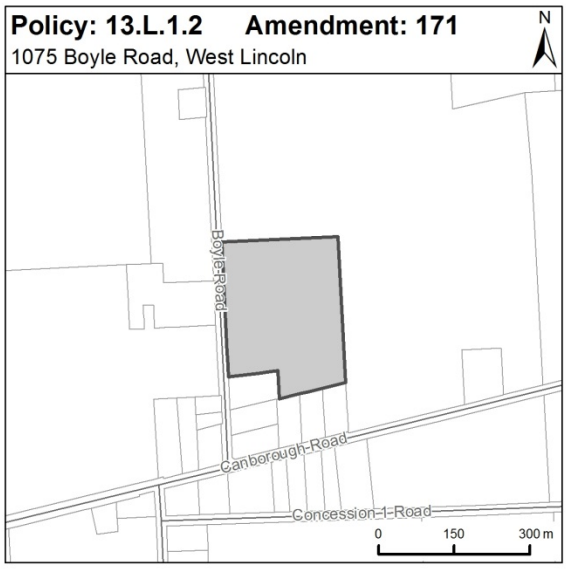
Policy 13.L.1.1 Notwithstanding other policies and provisions in the Regional Official Plan to the contrary, a Township of West Lincoln Leisureplex consisting of approximately 44.5 hectares (110 acres) and located on the northeast corner of Regional Road 14 and South Grimsby Road 6, west of Smithville in the Township of West Lincoln is permitted. The Leisureplex consists of a variety of active and passive recreational uses which shall not require the extension of municipal services outside of the *Urban Area* Boundary. These uses are further defined in the Township of West Lincoln Official Plan and Zoning By-law for the site.

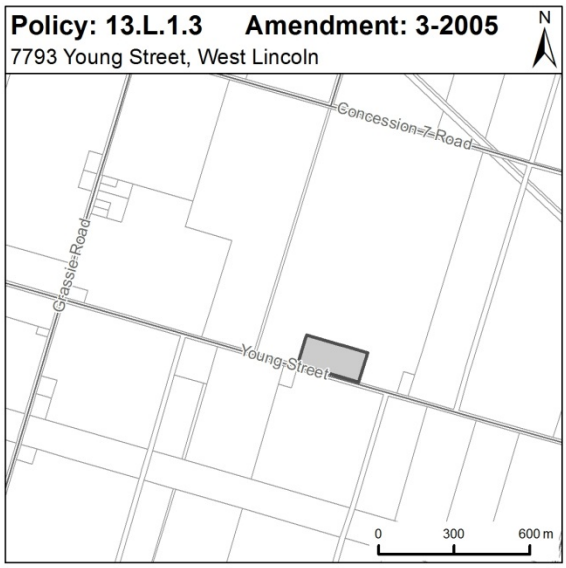
Policy 13.L.1.2 Notwithstanding the provisions of Chapter 5- Rural and Agriculture, a church with a rectory is permitted on a site located east of Boyle Road and north of Canboro Road, in the Township of West Lincoln. Only those portions of the overall property required for the church, parking, stormwater management and a rectory should be designated in the Township of West Lincoln Official Plan in order to encourage as much of the remaining property as possible to be used for agricultural purposes.

Policy 13.L.1.3 Notwithstanding the land use provisions of Chapter 5 – Rural and Agriculture in the Regional Official Plan, an agriculturally-related manufacturing operation, with an expansion of approximately 1,800 square metres to an existing 4,645 square metre industrial operation in a “Good General *Agricultural Area*” is permitted on a 3 hectare (7.6 acre) site with a frontage of 253 metres and a depth of 122 metres, located at 7793 Young Street on the north side of the road in the Township of West Lincoln, Part of Lot 13 & 14 in Gore A.

13.L.2 Servicing


Policy: 13.L.1.1 Amendment: 110
2543 South Grimsby Road 6, West Lincoln
N
South Grimsby Road 6
Forest View Court
Tina's Cove
Townline Road
0 250 500 m


Policy: 13.L.1.2 Amendment: 171
1075 Boyle Road, West Lincoln
N
Boyle Road
Canborough Road
Concession 1 Road
0 150 300 m


Policy: 13.L.1.3 Amendment: 3-2005
7793 Young Street, West Lincoln
N
Concession 7 Road
Cassie Road
Young Street
0 300 600 m

implementation

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14 Implementation

Implementing policy is one of the three core business elements of Regional Planning. The policies within this plan are implemented by Council through the authority given to them by the **Planning Act** and the **Municipal Act**. Implementation is a shared responsibility with local municipalities, community organizations, stakeholders and partners. Implementation requires collaboration, partnership and a mutual commitment to objectives. The success of this Plan can only be achieved through the following:

1. Establishing a realistic set of goals and objectives to compliment the vision of the Plan;
2. Delineating the roles, responsibilities, accountability, expectations and authorities of various stakeholders and agencies in implementing the policies;
3. Providing a clear description of how the Plan is to be read and interpreted;
4. Providing clear direction of the timelines for reviewing and updating the Plan;
5. Explaining how conformity with this Plan, and Provincial Plans and policies can be met;
6. Outlining the various implementation tools that can be used to ensure the vision and objectives of this Plan are realized;
7. Outlining the process by which an application for an amendment to this Plan can be made;
8. Examining avenues to implement the policies of this Plan in a fiscally responsible manner;
9. Providing direction on where and in what order residential and employment development will occur;
10. Developing a system for monitoring and reviewing the policies within this section, and the Plan in general.

This section outlines these elements, in addition to tools available to be used in order to effectively implement the objectives and policies established throughout this Plan. The policies in this section are intended to be used and read in conjunction with other policies of this Plan.

The *Region*, Local Municipalities, and the Niagara Peninsula Conservation Authority are committed to an integrated and seamless planning system which is characterized by:

1. The collaborative development of policy to ensure that the planning system is speaking with one voice;
2. Delegation of responsibility predicated on regular and current compliance of Area Municipal Official Plans, Secondary Plans and Zoning By-laws with the Regional Official Plan;
3. A current and up-to-date Regional Official Plan to guide Local Municipal Plan conformity;
4. Value added activities;
5. Streamlined processes and elimination of duplication;
6. Appropriate and relevant information for decisions in the right place at the right time;
7. Placing authority and responsibility as close to each other as possible; and,
8. Consistency of policy interpretation, implementation and applications processing approaches by all.

14.A Vision and Objectives

Policy 14.A.1 **Vision – "Implement Good Plans"**

Niagara Region will successfully implement the policies of this Plan and work to continuously improve the Plan, its policies and implementation tools.

Policy 14.A.2 **Objectives:**

i. To provide a framework for implementing the Plan.
ii. To provide direction for interpreting the Plan.
iii. To continue to partner with Local Municipalities, the Niagara Peninsula Conservation Authority and other stakeholders in order to successfully implement the vision and policies of this Plan.
iv. To provide a variety of implementation tools for the Region of Niagara to use in implementing the policies of this Plan.
v. To ensure that the policies of this Plan can be implemented in an economically, socially and environmentally sustainable manner.
vi. To provide a framework for monitoring the effectiveness and progress of the Plan.

14.B Roles and Responsibilities

Policy 14.B.1 The *Region* is responsible for providing an up to date Plan which is consistent with and implements Provincial policies and plans; and supports Local Municipalities to do the same while considering local approaches to local issues.

Policy 14.B.2 The *Region* is also responsible for providing a Plan which implements the vision for the communities, including input from partnering Local Municipalities, provides direction for and supports other important Regional Plans and initiatives.

Policy 14.B.3 It is the role of Regional Council to consult in a timely manner, encourage transparency in decision making and support participation and collaboration with citizens, groups, agencies and other levels of government in the implementation of the goals and objectives of this Plan.

Policy 14.B.4 The Region recognizes that the Niagara Parks Commission is an independent agency. The use of lands owned from time to time by the Niagara Parks Commission is governed by the provisions of the **Niagara Parks Act**, R.S.O. 1990, c.N.3. The Niagara Parks Commission, in the use of its lands, shall be consistent with Provincial Policy Statements and shall conform with the Provincial plans that are in effect or shall not conflict with them, as required from time to time under subsection 3(5) of the Planning Act, R.S.O., c.P.13. Before carrying out any undertaking that the Niagara Parks Commission considers will directly affect the Regional Municipality of Niagara, the Niagara Parks Commission shall consult with and have regard for the established planning policies of the municipality as may be required from time to time under subsection 6(2) of the **Planning Act**, R.S.O., c.P. 13.

14.C How to Read and Interpret the Plan

Policy 14.C.1 When reading and interpreting this Plan, the objectives and policies should be read in their entirety.

Policy 14.C.2 This Plan contains Schedules, Tables, Maps and Appendices. For the purposes of implementation:

i. A Schedule is part of the policy framework and forms part of this Plan;
ii. A Table is a summary of policy requirements in a graphic form and is part of this Plan;
iii. A Map is a visual guide or aid provided to assist the reader in understanding the geographic location or context of a policy and does not form part of this Plan; and,
iv. An Appendix is intended to provide policy context to the reader and does not form part of this Plan.

Policy 14.C.3 In the case of a conflict between two policies in the Regional Official Plan, the more restrictive policy shall take precedence.

Policy 14.C.4 When interpreting the Schedules of this Plan the following shall apply:

i. The urban area boundaries illustrated on Schedule "A" – Regional Structure are definitive.
ii. The hamlets boundaries illustrated on the Schedule" A" – Regional Structure are definitive.
iii. The *Intake Protection Zone* Boundaries illustrated on Schedule "H" – Source Protection are definitive.
iv. All Schedules other than Schedule "A" – Regional Structure and Provincial Plan boundaries are not definitive. Each Schedule and/or Map will contain information on the notes as to the level of accuracy of the particular Schedule and/or Map.
v. The boundaries for the Core Natural Heritage System's Greenbelt Area illustrated on Schedule "C" – Core Natural Heritage are derived from the Province of Ontario. The Core Natural Heritage's System's Environmental Protection Area (EPA) and Environmental Conservation Area are based on the best available natural heritage mapping available at the time of publication. Refinements to the Core Natural Heritage boundaries are subject to the policies of Chapter 7.
vi. Boundaries of land use designations coincide with distinguishable features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features. In all other instances, the boundaries of land use designations will be determined by review of: existing zoning by-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns.

Policy 14.C.5 Where differences of opinion arise as to the meaning of any part of this Plan, an interpretation shall be made by the Chief Planning Official or their designate after appropriate consultation with the Province and/or Local Municipality, if required.

Policy 14.C.6 Minor variations in numbers written in this Plan may be permitted by Regional Council without an amendment to this Plan provided the intent and objectives of the Plan are achieved while meeting provincial standards.

Policy 14.C.7 That an amendment to this Plan is not required and changes may be made during office consolidations for:

i. altering the numbering and arrangement of provisions in this Plan;
ii. updating the base mapping used in this Plan or adding base information to maps to show existing and approved infrastructure;
iii. correcting clerical, grammatical, spelling and technical mapping errors (including colour adjustments on Schedules or Maps);
iv. changing format or presentation; or,
v. altering punctuation to obtain a uniform mode of expression.

Policy 14.C.8 The background or explanatory notes contained within the side margins of this Plan do not constitute part of this Plan.

14.D The Regional Official Plan

Policy 14.D.1 The Region shall review this Official Plan not less frequently than every five years from the date of approval this Plan or its last review of it, pursuant to Section 26 of the **Planning Act**.

Policy 14.D.2 The Region will undertake early engagement with Local Municipalities on all proposed amendments to the Regional Official Plan.

Policy 14.D.3 Notice of amendments to this Plan will be given in accordance with the procedures as provided for in the **Planning Act**.

Policy 14.D.4 The proposed amendment will be available to the public at the time notification is given.

Policy 14.D.5 Where an Amendment is proposed to the Regional Official Plan, the Region shall consider the following criteria in evaluating the Amendment:

i. General conformity with the vision, strategic objectives and policy intent(s) of the Regional Official Plan;
ii. The need for the proposed Amendment (as defined by the Region);
iii. The effect of the proposed change on Local Municipalities;
iv. The implications that the proposed change may have for other parts of this Plan;
v. The effect of the proposed change on regional services and *infrastructure*;
vi. The effect of the proposed change on the Core Natural Heritage System and associated natural features and functions;
vii. The effect of the proposed change on prime agricultural lands;
viii. The effect of the proposed change on the financial, health, safety, and economic sustainability of the Region;
ix. The Provincial Policy Statement and other applicable Provincial Plans, statutes, and regulations;
x. The effect of the proposed change on adjacent municipalities and any cross jurisdictional issues that may arise from the proposed Amendment.

14.E Local Official Plan Conformity

Policy 14.E.1 It is understood that the local Official Plan represents one of the most important vehicles for implementing the Regional Official Plan. Accordingly, local Official Plans shall be prepared and/or updated to conform to the Regional Official Plan in a timely manner.

Policy 14.E.2 Local municipalities shall update their Official Plans to bring them into conformity with the Regional Official Plan, the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and any other applicable Provincial Plan.

Policy 14.E.3 Local municipalities shall ensure that Official Plans policies are consistent with relevant Provincial guidelines and standards.

Policy 14.E.4 Local Municipalities shall prepare local Official Plans that are in conformity with the Regional Official Plan. It is understood that local Official Plans may be more detailed and comprehensive in their various policies and Schedules, provided that such policies are consistent with the general intent and provisions of this Plan and Provincial Plans. The scope and content of respective Area Municipal Official Plans may differ in recognition of the unique circumstances within each municipality. Area Municipal Official Plans and Official Plan amendments may contain policies which are more restrictive than the policies in this Plan on the same subject, but may not be more permissive than the policy direction established in this Plan. Such limitations are permitted provided they do not conflict with Provincial policy.

Policy 14.E.5 The following factors will be considered in determining conformity between this Plan and Local Official Plans:

i. Conformity with Provincial Plans, statutes, and regulations;
ii. Consistency between the overall direction and long term objectives of the local Official Plan and those of this Plan; and,
iii. Reasonable efforts in the local Official Plan to accommodate matters encouraged by the policies of this Plan, or to provide a statement indicating why such a policy direction is not appropriate in the local context.

Policy 14.E.6 The following decision-making targets shall be used in the review of local Official Plans and Amendments:

Table 14-1: Decision Making Target Timeframes

Request	Timeframe
A request for exemption from Regional approval as per this Plan	10 days to respond to request by municipality
A regionally significant local Official Plan or Official Plan Amendment	180 days after submission to the Region to process with decision by Regional Council

Policy 14.E.7 Policy amendments to local Official Plans that are in conformity with the Regional Official Plan may be exempt from Regional approval where they are of local significance and no Regional interest is adversely affected. Applications for a policy amendment to local Official Plans with Regional interests, where a collaborative process has been undertaken between the Region and the Local Municipality, including policies (i) and (ii) below, have been addressed through pre-consultation and review of the draft Local Amendment may also be exempt. Amendments impacting any one of the following areas are not eligible for exemption:

i. Applications directly and substantially affecting Regional servicing infrastructure: i.e. streets, water, and wastewater;
ii. Applications that substantially change Regional capital forecasts;
iii. Urban boundary expansions;
iv. Applications to convert employment areas and lands that have the potential for adversely affecting the viability of an employment area;
v. Major applications that will adversely affect Regional traffic flows;
vi. Major secondary plans;
vii. Retail applications of Regional scale which have a market area extending two or more municipalities;
viii. Applications that are not consistent with the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe;
ix. Applications with cross-boundary impacts.

> Within Designated Greenfield areas a **major secondary plan** constitutes an area of 25 hectares or more.

Policy 14.E.8 Site specific amendments to local Official Plans shall be subject to the following policy. The *Region* as the approval authority for local Official Plans may exempt some local Official Plan amendments involving land use designation changes from Regional approval. Local Official Plan amendments to be considered for exemption will be of local interest only, not extensive or comprehensive in nature and not involving a change to the municipality's urban area boundaries. Only those amendments which satisfy the following criteria are eligible for exemption:

i. The amendment must be site specific and/or minor in size and nature,
ii. The amendment conforms to the Regional Official Plan and is consistent with the Provincial Policy Statement,
iii. The amendment does not impact on any adjacent municipality or conflict with the Niagara Escarpment Plan, and does not require new Regional financing or servicing,
iv. The amendment complies with the Region's financial and servicing strategy,
v. The amendment incorporates any concerns or modifications recommended by the Region to address Regional or Provincial concerns, and
vi. Any subsequent changes made to the local Official Plan amendment by the local Council in adopting the amendment do not conflict with the Regional Official Plan or previous requirements by the *Region*.

Policy 14.E.9 Decisions of Local Official Plan Amendments must be in conformity with the Regional Official Plan. The policies of the Regional Official Plan continue to apply after adoption and approval of the Local Official Plan.

14.F Implementation Tools

Policy 14.F.1 Community Improvement

i. For the purpose of promoting healthy communities, the Region may support community improvement through the designation of Community Improvement Project Areas and the adoption of Regional Community Improvement Plans.
ii. The Region may establish programs for the provision of grants and loans to local municipalities for the purpose of achieving the goals of Community Improvement Plans.
iii. The Region will engage and meet regularly with Local Municipal Coordinators of Community Improvement to ensure consistency, up to date information, streamlining of administrative processes, and continuous improvement.

Policy 14.F.2 Secondary Plans

The Region encourages local municipalities to prepare secondary plans to establish a "blue print" for good long term community development and a commitment to growth management and phasing of development, provided that such plans are consistent with the general intent and provisions of this Plan and Provincial Plans and are not more permissive than the policy direction established in this Plan.

Policy 14.F.3 Legislative Tools

i. This Plan is a legal document prepared in accordance with the statutory powers and responsibilities vested in the Region by the Province. All public works carried out in the Region and all by-laws passed must be in conformity with this Plan.
ii. Municipal infrastructure projects may be subject to a Municipal Class Environmental Assessment under the **Environmental Assessment Act**.
iii. The Region will use a Regional Development Charges By-law in accordance with the **Development Charges Act**, as a means of recovering eligible growth-related capital costs associated with the delivery of regional services.

Policy 14.F.4 General Implementation Tools for Local Municipalities

The Region will encourage the local municipalities to adopt implementation measures to support the objectives and policies of this Plan including:

i. Requirements for pre-consultation by applicants and complete applications;
ii. Zoning by-law provisions to regulate minimum parcel size, minimum and maximum density and height;
iii. Site plan approval policies addressing exterior design, sustainable design elements and access for persons with disabilities;
iv. Urban design guidelines;
v. Dedication of pedestrian pathways, bicycle pathways and public transit rights-of-way;
vi. Community improvement plans;
vii. Secondary plans;
viii. Conservation easements and covenants;

ix. Development permit system;
x. Parks and open space master plans;
xi. Economic development plans;
xii. Master servicing plans;
xiii. Strategic plans;
xiv. Intensification and revitalization plans.

Policy 14.F.5 **Council Adopted Implementation Guidelines**

Policy 14.F.5.1 In order to assist in good planning, improving planning service delivery for end users, and ensuring land use impacts are appropriately addressed, the Region may prepare guidelines and technical studies to assist with the implementation of the Regional Official Plan, including but not limited to:

i. Urban Design Guidelines
ii. Environmental Impact Statement Guidelines
iii. Traffic Impact Study Guidelines
iv. Model policies
v. Other guidelines as prepared from time to time

Policy 14.F.5.2 Regional Implementation Guidelines are recognized as statements adopted by resolution of Regional Council which detail the manner in which policies established in this Plan will be implemented. The content and scope of these Implementation Guidelines will be determined by the Region, in consultation with Local Municipalities and the Niagara Peninsula Conservation Authority as appropriate, will be updated from time-to-time and will be in conformity with the policies in this Plan.

Policy 14.F.5.3 Regional Implementation Guidelines will not be used as instruments to introduce new policy provisions that could be the basis for denying development applications under the **Planning Act**, or for interfering with the natural justice rights of landowners and the public.

Policy 14.F.5.4 Where a Guideline has been adopted by Regional Council, the Regional, Local Municipalities, the NPCA and proponents shall have regard for the contents of the Guidelines.

14.G Regional Official Plan Amendment Application Process

Policy 14.G.1 Pre-consultation between the applicant and the *Region* is required prior to the submission of an application for a Regional Official Plan Amendment, unless the Chief Planning Official or their designate determines that pre-consultation is not necessary based on the scale of development or the complexity of planning issues associated with the proposed application. Pre-consultation will determine what is required to be submitted for a complete application and will provide the opportunity to discuss the nature of the application; development and planning issues; the need for additional information and/or reports to be submitted with the application; and the planning and approval process including the appropriateness of concurrent applications, where applicable. Pre-consultation must involve the local municipality, and may involve the Niagara Peninsula Conservation Authority, Niagara Escarpment Commission or other agencies that may have an interest in the application as determined by the Region. A by-law shall be approved by Council requiring pre-consultation. Pre-consultation shall be considered a requirement for the submission of a complete application.

Policy 14.G.2 In order to ensure that all possible information is available to the *Region*, the public and agencies involved in reviewing an application under the **Planning Act**, the prescribed information required under the **Planning Act** shall be provided along with additional information and/or reports that may be required, as determined through pre-consultation, such as but not limited to the matters outlined in Table 14-2 Complete Application Requirements.

Table 14-2 for Complete Application

Information Requirement	Application/Development Scenario
Planning Justification Report	Any proposal for *development* or *site alteration* should demonstrate that it meets goals, objectives and policies of Provincial plans and policy statements, the Regional Policy Plan and the Municipal Official Plan and provide an indication of whether it conforms to applicable Provincial plans and policies.
Land Use/Market Needs	Any proposal for major commercial or residential proposals should consider the existing supply of available land and future land use needs in the local municipality and in the Region.
Archaeology and Cultural Heritage Assessment	Any *development* or *site alteration* proposed in proximity to lands that contain known archaeological resources or areas of archaeological potential.

Information Requirement	Application/Development Scenario
Heritage Impact Analysis	Any *development* or *site alteration* proposed on or *adjacent* to lands, structures or buildings designated under the **Ontario Heritage Act** or listed on an approved heritage resource inventory.
Environmental Impact Study	Any proposal for *development* or *site alteration* within or adjacent to any natural heritage feature or natural hazard identified on the Schedule C, the regulated area of the Niagara Peninsula Conservation Authority or the Official Plan of a local municipality shall provide an inventory and assessment of ecological features and functions to determine areas to be protected and any mitigation measures necessary.
Environmental Planning Study or Sub-Watershed Study	Any proposal for a secondary plan or an urban boundary expansion shall address the guidelines and terms of reference of any relevant watershed plans and shall include an environmental inventory and assessment with recommendations on where development may take place, features to be protected, appropriate policies for planning documents, and an environmental management plan to maintain, enhance, restore and monitor environmental conditions both during and after development.
Tree Preservation Plan	Any *development* or *site alteration* that may have adverse effects on a significant tree or group of trees, including a woodland as defined by the Region's Tree and Forest Conservation By-law. A significant tree may one that because of its size, age or species it is considered to be of significance to the neighbourhood, streetscape or cultural heritage landscape.
Floodplain and Hazard Lands	Any *development* or *site alteration* proposed near *floodplain* or *hazard lands* identified by regulations of the Niagara Peninsula Conservation Authority
Geotechnical and Slope Stability Report	Any *development* or *site alteration* proposed near *valleylands* identified by regulations of the Niagara Peninsula Conservation Authority

Information Requirement	Application/Development Scenario
Environmental Site Assessment	Any *development* or *site alteration* on lands or adjacent lands that were previously used for a purpose that may have caused contamination of the property should be accompanied by one or more reports to assess existing conditions and address the need for any further environmental testing or remediation necessary in accordance with Provincial regulations and guidelines.
Air Quality/Noise & Vibration Study	Any *development* for a sensitive land use that is located near a major facility such as a *transportation corridor*, industrial use, sewage or water treatment facility, pumping station or landfill operation.
Agricultural Impact Assessment	Any proposed *development* or *site alteration* for a non-agricultural use on lands situated outside of the Urban Area shall evaluate the capability of the site for agricultural use including soil, micro-climate and drainage conditions, the existing pattern of agricultural or non-agricultural activities, and any potential impacts on surrounding agricultural activities.
Farm Operation and Ownership	Any *development* or *site alteration* for a secondary use to agriculture or an application for consent on lands designated for agricultural purposes.
Alternative Sites for Non-Agricultural Uses	Where a non-agricultural use is proposed in an Agricultural area it must be demonstrated that there are no reasonable alternative locations available in *Urban Areas*, *Rural Areas* or on lower priority agricultural land in the Region.
Minimum Distance Separation I & II	Any non-agricultural use proposed within 300 metres of an active or potential livestock facility shall include a review of these facilities and calculations to determine conformity with MDS requirements.

Information Requirement	Application/Development Scenario
Mineral Aggregate Resources	Where *development* or *site alteration* is proposed on lands within or adjacent to an area of known mineral aggregate resources, it shall be demonstrated that the resource use will not be hindered in the future, that the resource use is not feasible, that the proposed development or use serves a greater long term public interest, and that other impacts are evaluated.
Municipal Servicing Study	Any plan of subdivision or major development proposal should address the availability of adequate municipal services and impacts of existing municipal services and facilities.
Stormwater Management Plans	Any major *development* or *site alteration* proposed should address how stormwater runoff will be handled in terms or water quality and quantity, lot grading and drainage controls, and erosion and sedimentation measures.
Traffic/Parking Impact Analysis	Any *development* or *site alteration* that may have a significant impact on traffic flow and safety which may include an analysis of parking standards.
Hydrogeological Study and Private Servicing Plans	Any *development* outside of the *Urban Area* where private sewage disposal and water systems are proposed should provide an assessment of soil and groundwater conditions, an evaluation of the ability of the site to accommodate private services and a plan illustrating the location of services, drainage and lot grading.
Financial Impact Assessment	To address financial implications of a proposed development on the provision of municipal services and utilities that may cause a financial, environmental or economic hardship for the City/Town/Township and the Region.

Policy 14.G.3 Information and/or reports shall be prepared by a qualified professional and submitted in an electronic format along with a hard copy to the *Region* to make this information readily available to the public and commenting agencies including the *Region*, Niagara Peninsula Conservation Authority and Niagara Escarpment Commission. Where the Region, local municipality, Niagara Peninsula Conservation Authority or Niagara Escarpment Commission has requested additional information and/or reports, there may be a request for a peer review of any information and/or report. The applicant shall be responsible for all costs for a peer review which shall be payable upon submission of an invoice from the Region, local municipality, Niagara Peninsula Conservation Authority or Niagara Escarpment Commission.

Policy 14.G.4 The Chief Planning Official or their designate shall be responsible for determining whether a planning application is complete. If an application is submitted without pre-consultation, adequate supporting information and/or reports, and any application review fees required by the *Region*, local municipality, Niagara Peninsula Conservation Authority, Niagara Escarpment Commission or any other public agency, the application may be deemed to be incomplete.

Policy 14.G.5 To determine whether an application to amend this Plan is complete, the following will be required:

i. Pre-consultation meeting(s) which involve the *Region*, the Area Municipality, Niagara Peninsula Conservation Authority, Niagara Escarpment Commission or other agencies that may have an interest in the application as determined by the Region, in order to determine the required information and materials;
ii. A completed Regional Official Plan Amendment Form;
iii. A draft of the proposed amendment including the proposed text and all proposed Schedules where applicable;
iv. Supporting studies, completed in full, as determined through the pre-consultation meeting;
v. Electronic submission of all documents; and,
vi. Payment of the established application fee.

Policy 14.G.6 Through the course of the review process for a development application that has otherwise been deemed a complete application, the Region may require additional materials, information and/or reports from the applicant to address specific issues that may arise.

Policy 14.G.7 Applications to amend the Regional Official Plan that have not received a decision by Regional Council within two years of the date of being determined complete shall require an annual maintenance fee to continue the application. Such fee shall be set by Regional Council. Failure to pay the maintenance fee shall deem the application abandoned by the applicant.

Policy 14.G.8 Notwithstanding the above policies, every application that has had no activity or correspondence beyond the maintenance fee shall be deemed abandoned after five years from the date of being deemed complete.

14.H Financial Sustainability Tools

Policy 14.H.1 Niagara Region is dedicated to implementing the policies of this Plan in a fiscally responsible manner.

Policy 14.H.2 The funds required to provide the necessary services for development shall be paid by the proponents of development.

Policy 14.H.3 The *Region* will use financial mechanisms such as development charges, tax increment financing and user rates to offset the financial impact of development and to ensure that development proceeds in a fiscally responsible manner.

Policy 14.H.4 Coordination and collaboration of financial expenditures related to services for development will be undertaken between the *Region* and the Local Municipalities.

14.I Regional Phasing

14.I.1 Phasing Strategy Objective

Objective 14.I.1.1 The Regional phasing strategy, and the phasing strategies for each local municipality, are implementation tools, the objective of which is to assist in the management of growth in *Urban Areas*, including *Designated Greenfield Areas* and *Built-Up Areas*, to appropriately plan for orderly and efficient urban development in a manner which:

a) recognizes differing development opportunities across the *Region*;
b) supports policy goals for sustainable and complete communities;
c) Ensures high quality urban form and public open spaces;
d) Prioritizes the use of existing Regional and local infrastructure/.servicing. Ensure that existing and planned infrastructure/servicing required to accommodate the development is utilized in the most efficient and effective financial and environmentally sustainable manner;
e) places high priority on ensuring ample opportunities for development of serviced (i.e. shovel ready) employment land; *and*
f) Contributes to the achievement of the intensification and density targets as set out in the Growth Plan and the Regional Official Plan.

The development phasing strategy integrates and assists with the completion of the policy framework for managing growth and development in Niagara Region in this Plan.

14.I.2 Regional Role

Policy 14.I.2.1 In addition to the direction provided in the growth management policies of this Plan, the Region shall:

a) maintain a Regional land budget of Greenfield and Built-up Area lands utilizing among other elements input received annually from the local municipalities, and report to Regional Council and to the local municipalities on the status of the land budget annually including achievement of the density and intensification targets and the phasing of development, as well as Greenfield Areas which may not be required to accommodate the housing targets in the table below and/or the employment forecast provided in Table 4-1;
b) require local municipalities to prepare phasing strategies for growth within the boundaries of Urban Areas in order to plan appropriately for orderly and efficient urban development in a manner which:

i. coordinates with the policy directions of this Plan with respect to growth management and reflects the following housing unit targets for Intensification and Greenfield Areas as well as population, employment and household forecast using the associated 5 year increments provided in Table 4-1;
ii. aligns with Regional water, wastewater and transportation master plans and related capital plans and economic development plans and other Regional plans and studies;
iii. prioritizes the protection and development of designated employment lands including consideration of all available tools to

encourage investment, with particular priority being given to Gateway Economic Zone and Centre employment lands identified in local Community Improvement Plans and to ensure that employment needs as provided in Policy 4.B.4.1 are satisfied;

iv. ensures that overall density of development within the specific secondary plan area meet or exceeds the density target of 50 residents and jobs per hectare.

v. prioritizes the development of designated nodes and corridors including consideration of all available tools to encourage their development;

vi. ensures that accommodation of housing units achieves or exceeds the local intensification target and that planned development within the *designated greenfield areas* meets or exceeds the minimum density target. and

vii. forms part of the local official plan;

c) work with and support local municipalities in the preparation of phasing strategies to guide growth as appropriate. The Local Plan shall include sequencing and phasing schedules. The strategy will be done in collaboration with the local municipalities and housing unit allocation strategies;

d) give consideration to the suitability of any Greenfield Areas which may not be required to meet the housing targets identified in the table above, as part of a Regional comprehensive review;

e) require local municipalities to prepare secondary plans for significant Greenfield Areas which shall generally be of a size that allows for the creation of a complete community, and implements the local Phasing Strategy; and,

f) work with local municipalities to develop intensification strategies and, where appropriate, secondary plans for areas within the *Built Boundary* to assist in the achievement of the local intensification target.

Designated Greenfield Area and Intensification Housing Unit Growth by Local Municipality, 2011-2031, Niagara Region Under *Growth Plan* Schedule 3(A)			
Municipality	Total Housing Unit Growth 2011-2031[1]	Designated Greenfield Area Units[2]	Minimum Intensification Units[2]
Grimsby	1,900	390	1,550
Lincoln	2,200	1,340	890
West Lincoln	900	770	140
Niagara Falls	6,900	4,150	2,770
St. Catharines	5,600	280	5,300
Niagara-on-the-Lake	1,900	1,650	290
Pelham	1,900	1,600	280
Port Colborne	1,100	960	170
Thorold	2,300	1,920	340
Wainfleet	600	560	-
Welland	4,600	2,750	1,840
Fort Erie	3,100	2,610	460
Niagara Region	33,000	18,970	14,030

[1] Total units rounded to the nearest 100 and may not represent an exact sum of Greenfield and Intensification units.
[2] Designated Greenfield and Intensification units rounded to the nearest 10.

14.I.3 Local Municipal Role

Policy 14.I.3.1 Local municipalities shall:

a) prepare phasing strategies in conformity with the policies of this Plan including Section 14.I.2 and such strategies will be incorporated in the local official plan, and reflected in secondary plans where appropriate, and through development approvals;
b) prepare secondary plans for significant Greenfield Areas which shall generally be of a size that allows for the creation of a complete community and identify in secondary plans priority development areas possibly including mixed use areas, employment areas, and major community facilities such as hospitals, universities and colleges, transportation hubs, and cultural and recreational facilities;
c) monitor and report to the local Council and the Region annually based on available data and information with respect to land supply: sequencing of greenfield development, progress toward the achievement of local intensification and Greenfield density targets, population, employment, housing, housing unit allocation, Greenfield Areas which may not be required to accommodate the housing targets in the table above or the population, employment and household forecast provided in Table 4-1 that is within the 20-year Regional Official Plan planning horizon, and other trends that may be required to update the Regional land budget;
d) undertake the preparation of intensification strategies, and, where appropriate, secondary plans for areas within the *Built Boundary* demonstrating intensification potential for the phasing of development and planning of complete communities. Such secondary plans may also incorporate Greenfield Areas if coordination of development with such areas is determined by the local municipality to be appropriate; and,
e) give consideration to the suitability of any Greenfield Areas which may not be required to meet the housing targets identified in the table above, or the population, employment and household forecast provide din Table 4-1 that is within the 20-year Regional Official Plan planning horizon as part of a municipal comprehensive review.

14.J General Implementation Policies

Policy 14.J.1 **Non-Complying Uses**

i. A non-complying use that has been legally established is one which does not comply to the Regional Official Plan. Such use may be permitted to expand or enlarge without an Amendment to the Regional Official Plan provided that the general intent of the objectives and policies of this Plan are maintained and the expansion or enlargement does not create noise, air, environmental or servicing impacts.

ii. A use which does not comply with the Regional Official Plan should, over the long term, cease to exist or relocate to an appropriate location.

Policy 14.J.2 Council may acquire, hold and dispose of land for the purpose of implementing the objectives and policies of this Plan.

14.K Monitoring and Measuring Success

Policy 14.K.1 The *Region* will monitor the policy directions in this Plan to ensure it is successfully implemented.

Policy 14.K.2 The *Region* will develop a series of indicators to measure success of this Plan.

> Indicators will help to track the progress and success of the goals and policies in the Regional Official Plan. Monitoring of indicators over time will allow the Region to respond to changing circumstances and continuously improve on the effectiveness of the Regional Official Plan.

Policy 14.K.3 The *Region* will develop in co-operation with Local Municipalities measuring and reporting tools to monitor and report on growth management targets and objectives including but not limited to the following:

i. Regional *intensification* in accordance with the policies of this Plan and the Growth Plan for the Greater Golden Horseshoe
ii. *Density targets* for the *designated greenfield areas* in accordance with the policies of this Plan and the Growth Plan for the Greater Golden Horseshoe

Abc
definitions

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15. Definitions

Definitions are listed in alphabetical order. Numbering of definitions may be provided to assist the reader; the numbering does not constitute part of the Official Plan for the Niagara Planning Area.

Access Standard means a method or procedure to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of flooding, erosion and/or other water related hazards.

Active Transportation means any form of self-propelled transportation that relies on the use of human energy such as walking, cycling, inline skating, jogging, or travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices at a comparable speed. (Growth Plan, 2017)

Active Transportation-Friendly refers to structures and amenities that encourage safe walking, cycling and other human-powered forms of transportation such as continuous and well-maintained sidewalks and on-road and off-road bicycle facilities (e.g., bike lanes, paved shoulders, trails, etc.), shade and lighting, benches and bicycle racks. Neighbourhoods and commercial developments that facilitate active transportation choices also consider:

a) connectivity to places of interest such as schools, stores, workplaces, recreation areas, transit stops;

b) slower speed limits for motorized vehicles;

c) crossing signals and street signs that are easy to read; and

d) building facades and landscaping that make the area pleasant and inviting

Adaptive Re-use means a change in use of surplus farm facilities on existing farms for approved non-farm uses that are compatible with the surrounding farming activities and are of a scale appropriate to the farm operation. Adaptive re-use is oriented to the preservation of heritage buildings and landscapes that would otherwise disappear as a result of their no longer being required for farm purposes.

Adjacent means for the purposes of Cultural Heritage, those properties immediately abutting built heritage resources or a locally identified Cultural Heritage Landscape.

Affordable means:

a) in the case of ownership housing, the least expensive of:

   i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or

   ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

b) in the case of rental housing, the least expensive of:

   i. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or

   ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition:

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

Agricultural Areas means those areas outside of the Urban Areas Boundaries suitable for agriculture and approximately shown on the Agricultural Land Base Map contained in this Policy Plan as Good Tender Fruit, Good Grape or Good General Agriculture.

Agricultural-related Uses means those farm-related commercial and farm-related industrial uses that are small-scale and directly related to the farm operation and are required in close proximity to the farm operation.

Agricultural Source Material means treated or untreated materials, as defined by the Nutrient Management Act, other than compost that meets the Compost Guidelines, or a commercial fertilizer, if they are capable of being applied to land as nutrients.

Agricultural Uses means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry, maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment. Agricultural uses include value retention uses required to make a commodity saleable (i.e. Corn dryer, washing, sorting, packing, and packaging).

Agri-tourism Uses Related to Agriculture mean uses that are considered secondary uses to a farm operation that involve tourist uses that have a direct relationship to the agricultural uses on the farm or surrounding farm uses. Such uses may include farm-mazes, seasonal festivals (for example, strawberry social, pumpkin festival, maple syrup event).

Agri-tourism Uses Unrelated to Agriculture mean uses that are considered secondary uses to a farm operation that involve tourism uses that are not directly related to agricultural uses but that benefit from a farm/rural location. Such uses may include bed and breakfast accommodations, dining facilities, weddings, educational tours and similar uses.

Airports means all Ontario *airports*, including designated lands for future *airports*, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping. (PPS 2014)

Archaeological Resources include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act, 1990.

Areas of Archaeological Potential are areas with the likelihood to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, but municipal approaches that achieve the same objectives may also be used. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act, 1990.

Base Flow means the natural, sustained low flow in a stream or river.

A **Bona Fide Farmer** is an individual who:

a) owns, is employed on, and manages a farm operation;

b) earns a majority of his/her income from farming (the scale of the farm operation should be capable of generating a reasonable operating profit under "normal" economic conditions);

c) spends a majority of his/her working time on the farm and is available to work on the farm when required by the farm operation;

d) demonstrates a continuing commitment to the farm operation, such as through farm maintenance practices, and investment in equipment, buildings, and crops; and

e) for the purposes of this definition, a farmer is defined as the principal operator of the farm together with his/her spouse.

Bicycle Infrastructure means all *infrastructure* and facilities used for cycling, including bicycle routes (dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails), and trip end facilities such as bicycle parking and storage (e.g. bicycle racks and lockers).

Brownfield Sites are undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Provincial Policy Statement, 2005)

Buffer means a naturally vegetated protective zone adjacent to a natural area serving to cushion and protect the natural area from the impacts of human activities on adjacent lands.

Built-up Area means all land within the built boundary.

Built Boundary means the limits of the developed Urban Areas as defined by the Minister of Infrastructure in accordance with policy 2.2.3.5 in the Provincial Growth Plan for the Greater Golden Horseshoe. For settlements with "undelineated built boundaries", including hamlets, the built boundary is the same as the settlement boundary.

Built Heritage Resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

Conservation Authority means the Niagara Peninsula Conservation Authority.

Conserved means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be determined through a Conservation Plan or heritage impact assessment as approved by the local municipality.

Combined Sewers means a sewer designed to convey both sanitary sewage and storm water through a single pipe to a sewage treatment plant.

Community Infrastructure refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing.

Compact Built Form means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), active transportation, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multistorey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*. (Growth Plan, 2017)

Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Complete Streets means streets that are planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists, and are designed for the safety of people of all ages and abilities (Based on Growth Plan, 2017 and modified for this Plan)

Complete Streets Design Guidelines means guidelines developed as part of the Niagara Region's Transportation Master Plan which define Regional Road typologies and provide guidance on the implementation of complete streets elements that fall within the public right-of-way.

Creative Cultural Industries means a set of industries quantified by Statistics Canada involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs. Creative Cultural Industries are one of the six categories (Community Cultural Organizations, Festivals and Events, Spaces and Facilities, Cultural Heritage, and Natural Heritage) of Cultural Resources in the Cultural Resource Framework and most of which are identified using North American Industry Classification System codes.

Cultural Clusters means a geographical concentration of interconnected individuals, organizations and institutions involved in the arts, cultural industries, new media, design and/or other creative sector pursuits. A cluster may grow, remain stable or decline, with possible implications for social issues (crime, community cohesiveness) and economic development (growth in cultural industries, as well as related and non-related industries). The identification of locally significant cultural clusters may be determined through the development of cultural mapping or other tools utilized by the local municipalities.

Cultural Heritage Landscapes means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act, 1990; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.

Cultural Tourism means both rural and urban cultural attractions that offer an opportunity for tourists to experience a distinct or unique lifestyle, history, or art form. This term may include but is not limited to experiences related to significant built heritage resources and historical opportunities, eco-tourism, agricultural tourism, sports tourism, active transportation tourism (cycling and hiking), as well as festivals and events.

Demand-responsive Transit means door-to-door transportation service which has flexible routing and scheduling, and can operate either as an "on-demand" service or a "fixed-schedule" service, such as airport shuttles or paratransit services for people with disabilities and the elderly.

Density Targets The density target for the Urban Growth Centre is defined in policy 4.G.10.2. The density target for Designated Greenfield Areas is defined in policy 4.C.7.2.

Designated Greenfield Area means the area within a settlement area that is not Built-up Area.

Development means the creation of a new lot, a change in land use, or the construction of a building or structure, requiring app roval under the Planning Act, 1990. It includes the construction of new, or significant expansion of existing, public utilities or infrastructure but does not include works subject to the Drainage Act, 1990.

Drinking-water System means a system of works, excluding plumbing, that is established for the purpose of providing users of the system with drinking water and that includes anything used for the collection, production, treatment, storage, supply or distribution of water; anything related to the management of residue from the treatment process or the management of the discharge of a substance into the natural environment from the treatment system; and a well or intake that serves as the source or entry point of raw water supply for the system.

Earth Science Areas of Natural and Scientific Interest are areas identified by the Ministry of Natural Resources as containing some of the most significant representative examples of the bedrock, fossil and landform features in Ontario, and includes examples of ongoing geological processes.

Ecological Functions means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

Ecological Integrity, which includes hydrologic integrity, means the condition of ecosystems in which: (1) the structure, composition and function of the ecosystems are unimpaired by stresses from human activity; (2) natural ecological processes are intact and self-sustaining, and (3) the ecosystems evolve naturally.

Ecological Restoration means the return of a species, population or ecosystem to its state prior to disturbance.

Ecosystem means a dynamic complex of plants, animals and micro-organisms and their non-living environment interacting as a functional unit. The term ecosystem can describe small scale units, such as drops of water, as well as large scale units, such as the biosphere.

Employment Area means areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Endangered Species means a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources official species at risk list or that is designated as Endangered by the Committee on the Status of Wildlife in Canada (COSEWIC), as updated and amended from time to time.

Farm Diversification means a range of uses that are designed to expand the range of economic opportunities available to farmers and is a generic reference to value added, agriculturally related and secondary agricultural uses that may not be directly related to the agricultural activity conducted on the farm property.

First Order Stream means a stream with no tributaries. First order streams are the uppermost streams within a watershed.

Fish Habitat means the spawning grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes and is as identified by the Provincial Ministry of Natural Resources.

Flood Plain (for river and stream systems) means the area, usually low lands adjoining a watercourse, which has been or may be inundated in the event of a flood.

Floodproofing Standard means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shorelines of the Great Lakes - St. Lawrence River System, and flooding hazards along river and stream systems.

Freight-supportive means *transportation systems* and facilities that facilitate the movement of goods, including policies or programs intended to support efficient freight movement through the planning, design and operation of land use and *transportation systems*. (Based on Growth Plan, 2017 and modified for this Plan)

Frequent Transit means a public transit service that runs at least every 15 minutes in both directions throughout a day and into the evening every day of the week. (Growth Plan, 2017)

Full Cost means the full cost of providing water and wastewater services includes the source protection costs, operating costs, financing costs, renewal and replacement costs and improvement costs associated with extracting, treating or distributing water to the public, and collecting, treating or discharging wastewater.

Good Forestry Practices means:

a) the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which they are being applied and that minimize detriments to forest values, including: significant ecosystems; important fish and wildlife habitat; soil and water quality and quantity; forest productivity and health; and the aesthetic and recreational opportunities of the landscape;

b) the cutting and removal of hazardous, severely damaged, diseased and insect infested trees which must be removed in order to prevent contamination or infestation of other trees or because they no longer contribute to the achievement of forest values;

c) in the case of hazardous, damaged, diseased or insect infested trees, the maintenance of a woodland after the cutting and removal is completed unless it is determined through a report prepared by a Registered Professional Forester that trees must be removed and a woodland as defined would not be maintained but in no case shall clearcutting be allowed; and

d) the forestry management practices as set out in the Ministry of Natural Resources document “A Silvicultural Guide to Managing Southern Ontario Forests”.

Greenbelt Area means the geographic area of the Greenbelt as defined by O.Reg. 59/05 as provided by the Greenbelt Act, 2005.

Greyfields are previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Ground Water means any water that exists beneath the land surface, but more commonly water existing in fully saturated soils and geologic formations.

Ground Water Features means water-related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Ground Water Recharge means the replenishment of subsurface water, (a) resulting from natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetlands, and (b) resulting from human intervention, such as the use of stormwater management systems.

Ground Water Recharge Area means an area from which there is significant addition of water to the ground water system resulting from natural processes, such as the infiltration of rainfall and snowmelt and the seepage of surface water from lakes, streams and wetland or from human intervention, such as the use of stormwater management systems.

Habitat of Endangered and Threatened Species means land that,

a) is an area where individuals of an endangered species or a threatened species live or have the potential to live and find adequate amounts of food, water, shelter, and space needed to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species, and

b) has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

Hazardous lands means lands that could be unsafe for development due to naturally occurring processes and includes:

a) Along rivers, streams and small lakes, the land, including that covered by water, to the furthest landward extent of the flooding or erosion hazard limits.

b) Along the shorelines of Lake Erie, Lake Ontario and the Niagara River, the land, including that covered by water, to the furthest landward limit of the flooding hazard, the erosion hazard or the dynamic beach hazard limits.

Hazardous Sites are sites that could be unsafe for development due to naturally occurring conditions such as unstable soils or unstable bedrock.

Heritage Attributes means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a property protected under the Ontario Heritage Act, 1990.

Higher Order Transit means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Industrial Effluent Systems means systems which convey and discharge the by-product from an industrial process that can contain contaminants from non-domestic wastes.

Infrastructure means physical structures that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, and oil and gas pipelines and associated facilities.

Intake Protection Zone means an area as delineated in Schedule H of this Plan and in the *Source Protection Plan* for the Niagara Peninsula Source Protection Area that surrounds a municipal surface water intake and within which it is desirable to regulate or monitor drinking water threats. Where a conflict in mapping arises, the Source Protection Plan shall prevail.

Intensification means the development of a property, site or area at a higher density than currently exists through:

a) redevelopment, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) infill development; or

d) the expansion or conversion of existing buildings.

Intensification Areas are lands identified by municipalities within a settlement area that are to be the focus for accommodating intensification. Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields.

Intensification Corridors are Intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Intensification Target the intensification target is as established in policies 4.C.3 and 4.C.4.

Inter-modal Facility means a location where transfers between modes can be made as part of a single journey. For example, a typical freight inter-modal facility is a rail yard where containers are transferred between trucks and trains.

Life Science Areas of Natural and Scientific Interest are areas of land and water identified by the Ministry of Natural Resources as containing significant representative segments of Ontario's biodiversity and natural landscapes including specific types of forests, valleys, prairies and wetlands, their native plants and animals, and their supporting environments.

Local Municipality refers to one of the twelve area municipalities as constituted by The Regional Municipality of Niagara Act, 1990.

Major Goods Movement Facilities and Corridors means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are *freight-supportive* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (PPS, 2014)

Major Office is generally defined as freestanding office buildings of 10,000 m^2 or greater, or with 500 jobs or more.

Major Recreational Uses are recreational uses that require large-scale modification of terrain, vegetation or both and usually also require buildings or structures. They include but are not limited to the following: golf courses, boating and windsurfing facilities, playing fields, campgrounds, amusement parks, and ski hills.

Major Transit Station Areas means the area including and around any existing or planned *higher order transit station* or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk**.**

Major Trip Generators means origins and destinations with high population densities or concentrated activities which generate many trips (e.g. *urban growth centres* and other downtowns, *major office* and office park, major retail, *employment areas*, community hubs, large parks and recreational destinations, post-secondary institutions, other *public service facilities*, and other mixed-use areas). (Growth Plan, 2017)

Marine Facilities means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future marine facilities. (PPS, 2014)

Mineral Aggregate Operation means:

a) An operation, other than "wayside pits and quarries", conducted under a license or permit under the Aggregate Resources Act, 1990 or successors thereto; and

b) Associated accessory facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.

Modal Share means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multimodal means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine. (Growth Plan, 2017)

Municipal Comprehensive Review means an official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan.

Municipal Water and Wastewater Systems are defined as follows:

Municipal water systems, are all or part of a drinking-water system –

a) that is owned by a municipality or by a municipal service board established under section 195 of the Municipal Act, 2001;

b) that is owned by a corporation established under section 203 of the Municipal Act, 2001;

c) from which a municipality obtains or will obtain water under the terms of a contract between the municipality and the owner of the system; or

d) that is in a prescribed class of municipal drinking-water systems as defined in regulation under the Safe Drinking Water Act, 2002.

And, municipal wastewater systems are any sewage works owned or operated by a municipality.

Natural Heritage Corridors mean natural and open space linkages between Core Natural Areas. They include naturally vegetated stream corridors, valleylands, shorelines, woodlands; wetlands; and other natural vegetation communities.

Natural Heritage System means the system comprised of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include key natural heritage features, key hydrologic features, federal and provincial parks and conservation reserves, other natural heritage features and areas, lands that have been restored or have the potential to be restored to a natural state, associated areas that support hydrologic functions, and working landscapes that enable ecological functions to continue.

Natural Landscaping means the practice of designing, cultivating and maintaining plant communities which are native to the area with minimal resort to artificial methods of plant care such as chemical fertilizers, watering other than natural precipitation, and mowing.

Natural Self-Sustaining Vegetation means vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.

New Multiple Lots and Units for Residential Development means the creation of more than three units or lots through either plan of subdivision, consent or plan of condominium.

Older Growth Forest means a relatively undisturbed forest stand containing trees over 100 years old. It may exhibit some of the characteristics of old growth forest such as an uneven-aged canopy; a range of size classes; gap succession processes; undisturbed soils; the presence of substantial standing and fallen deadwood, with the fallen deadwood present in a range of decay classes; or pit and mound topography.

Planning Authority refers to where planning approval authority rests with respect to the approval of official plans and amendments, subdivisions, condominiums, consents, power of sales and validations, either by being directly assigned in the Planning Act, 1990 or prescribed or delegated by the Minister of Municipal Affairs pursuant to the Planning Act, 1990 for municipalities, planning boards and municipal planning authorities in Ontario, or through a documented agreement between the Province, and/or Niagara Region and the local area municipalities, as may be necessary and amended from time to time.

Planned Corridors means corridors or future corridors which are required to meet projected needs, and are identified through this Plan, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Metrolinx or Independent Electricity System Operator (IESO) or any successor to those Ministries or entities, is actively pursuing the identification of a corridor. (Based on Growth Plan, 2017 and modified for this Plan)

Prime Agricultural Area means areas where prime agricultural lands predominate. This includes: areas of prime agricultural lands and associated Canada Land Inventory Classes 4-7 soils; and additional areas where there is local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the Ontario Ministry of Agriculture and Food using evaluation procedures established by the Province as amended from time to time, or may also be identified through an alternative agricultural land evaluation system approved by the Province.

Prime Agricultural Land means land that includes specialty crop areas and/or Canada land Inventory Classes 1, 2 and 3 soils, in this order of priority for protection.

Protected Heritage Property means real property designated under Parts IV,V or VI of the Ontario Heritage Act, 1990; heritage conservation easement property under Parts II or IV of the Ontario Heritage Act, 1990, and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss.

Protection Works Standard means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damages caused by flooding, erosion, and other water related hazards, and to allow access for their maintenance and repair.

Province means the Province of Ontario or the relevant Minister of the Provincial government.

Public Service Facilities means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include *infrastructure*. (Growth Plan, 2017)

Public Works Project means construction projects, such as roads, highways or dams, bridges and waterworks financed by public funds and constructed by or under contract with the Region or local municipality for the benefit or use of the general public.
Rail Facilities means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*. (PPS, 2014)

Redevelopment means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regeneration Area means an area identified, through a municipal comprehensive review of employment lands, as an area in transition, with vacant lands and/or buildings that are in need of revitalization, which may redevelop for non-employment land uses. These areas may include brownfield or greyfield areas. A regeneration area retains an employment designation until such time as the Region or area municipality approves further studies to determine the appropriate alternatives for non-employment land uses.

Region means the Regional Municipality of Niagara.

Regional Market Area means an area that has a high degree of social and economic interaction. In Niagara, the upper-tier municipality will serve as the regional market area.

Residence Surplus to a Farm Operation is an existing farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

Resource-based Recreation means a form of outdoor recreation that by its very nature, depends on some particular element or combination of elements in the natural environment, including the availability of large land areas. It includes swimming, boating and water sports, skiing, fishing, hiking, horseback riding, hunting, nature study, and golf.

Riparian means of or relating to or located on the banks of a river or stream. The riparian zone is an area of streamside vegetation including the stream bank and adjoining floodplain, which is distinguishable from upland areas in terms of vegetation, soils and topography.

Risk Management Official means a person appointed under Part IV of the Clean Water Act, 2006, by the Council of a municipality that has authority to pass by-laws respecting water production, treatment, and storage under the Municipal Act, 2001.

Road Allowance means widths that are intended to accommodate travel lanes, turning lanes, intersections, sidewalks, bicycle lanes, public transit lanes, transit facilities, utilities, *active transportation*, noise control measures, snow storage, drainage measures, curb and gutters, fencing, sidewalks, *cultural tourism* features, landscaping, illumination, signage, street enhancements and other elements noted as compatible with the transportation *system*.

Rural Areas means those areas outside of the *Urban Areas* Boundaries which have limited or no capability for agriculture and approximately shown on Schedule B of this Official Plan as Rural.

Secondary Uses are uses that are secondary to the principal use, including, but not limited to, home occupations, home industries, and uses that produce value added agricultural products from farm operations.

Second Order Stream means a stream formed by the combination of two or more first order streams.

Sensitive Land Uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. (Growth Plan, 2017)

Settlement Areas are Urban areas, villages and hamlets within municipalities where:

a) development is concentrated and which have a mix of land uses; and

b) lands have been designated in an official plan for development over the long term planning horizon provided for in the Provincial Policy Statement, 2005. Where there are no lands that have been designated over the long-term, the settlement area may be no larger than the area where development is concentrated.

Sewage Works means any works for the collection, transmission, treatment and disposal of sewage or any part of such works, but does not include plumbing to which the Building Code Act, 1992 applies.

For the purposes of this definition:

Sewage includes, but is not limited to drainage, storm water, residential wastes, commercial wastes and industrial wastes.

Significant means:

a) in regard to wetlands and Areas of Natural and Scientific Interest, an area identified as significant by the Ministry of Natural Resources using evaluation procedures established by the Ministry, as amended from time to time.

b) in regard to the habitat of threatened and endangered species, the habitat, as approved by the Ministry of Natural Resources, that is necessary for the maintenance, survival and/or recovery of the naturally occurring or reintroduced populations of endangered or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species for all or any part(s) of its life cycle.

c) in regard to other natural heritage features and areas, ecologically important in terms of features, functions, representation or amount, and contributing to the quality, diversity, ecological health and integrity of the Core Natural Heritage System.

d) in regard to a change in the spatial extent of a Core Natural Heritage Component an increase or decrease of over 20% in the area within an Environmental Conservation Area or in the length or area of a surface water feature shown as Fish Habitat.

e) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event or a person/ people.

Significant Drinking Water Threat or Significant Threat means a threat that, according to a risk assessment, poses or has the potential to pose a significant risk to the quality of municipal drinking water.

Significant Negative Impact means:

a) In regard to the Core Natural Heritage System, degradation that threatens the health and integrity of the natural features or ecological functions of the Core Natural Heritage System Component due to single, multiple or successive development or site alteration activities.

b) In regard to Earth Science Areas of Natural and Scientific Interest (ANSIs), degradation that, due to single, multiple or successive development or site alteration activities, threatens the integrity of the geological features, landforms or processes for which the ANSI was identified and their associated educational and interpretive functions.

Site Alteration means the removal of topsoil and activities such as filling, grading and excavation that would change the landform, grade of the land and natural vegetative characteristics of the land, but does not include the reconstruction, repair or maintenance of a drain approved under the Drainage Act, 1990.

Source Protection Plan means a drinking water source protection plan prepared under of the Clean Water Act, 2006.

Source Water means water in its natural or raw state, prior to being drawn into a municipal drinking water system.

Specialty Crop Area means areas designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or

b) a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.

Species of Concern means any species that is listed or categorized as a special concern species on the Ontario Ministry of Natural Resources official Species at Risk list or that is designated as a special concern species by the Committee on the Status of Wildlife in Canada (COSEWIC) or that is not included on those lists but has been given a ranking of S3 imperiled or higher by the Ontario Natural Heritage Information Centre, as updated from time to time.

Stormwater Management Facility means a facility for the treatment, retention, infiltration or control of stormwater.

Strategic Growth Areas means, within *settlement areas,* nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, mobility hubs and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit* service or *higher-order transit* corridors may also be identified as *strategic growth areas*. (Growth Plan, 2017)

Subwatershed means an area that is drained by a tributary or some defined portion of a stream.

Surface Water Features means water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Sustainable Private Services means a sewage disposal system, other than a holding tank, that is designed and constructed in accordance with the Ontario Building Code Act, 1990, and/or applicable Provincial requirements, and a water supply system designed and constructed in accordance with the Ministry of the Environment Guidelines or other guidelines approved by the local municipality, that are located on the same property as the buildings to which the sewage disposal system and water supply provide service.

Third Order Stream means a stream formed by the confluence of two or more second order streams.

Threatened Species means any species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources official Species at Risk list or that is designated as “Threatened” by the Committee on the Status of Wildlife in Canada (COSEWIC) as updated from time to time.

Transit Service Integration means the co-ordinated planning or operation of transit service between two or more agencies or services that works to facilitate seamless service for riders. *Transit service integration* can include considerations of service schedules, service routes, information, fare policy, and fare payment. (Growth Plan, 2017)

Transit-supportive relating to *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive development* will be consistent with Ontario’s Transit Supportive Guidelines. (Growth Plan, 2017)

Transportation Corridor means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

a) major roads, arterial roads, and highways for moving people and goods;

b) rail lines/railways for moving people and goods; and

c) transit rights-of-way/transitways including buses and light rail for moving people.

Transportation Demand Management means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommuting; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students.

Transportation System means a system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance.

Urban Areas means those areas shown as being within the Urban Areas Boundaries as defined by this Official Plan.

Urban Growth Centre means a location identified in the Provincial Growth Plan for the Greater Golden Horseshoe as an Urban Growth Centre.

Utility means any system, works, plant, pipe line, or equipment providing a service necessary to the public interest including but not limited to electric power generation and transmission, stormwater management, water supply, sewage treatment and disposal, waste management, communications and telecommunications, and oil and gas pipelines and associated facilities.

Valleyland means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Value Added Uses mean uses that generally occur on-farm which add value to agricultural products and their sale and distribution and are intended to promote and sustain the viability of farming operations. Such uses are generally considered agriculture-related uses, and are required to be small scale and related to the farm activity. Value Added Uses may be grouped into three major components: Support Uses, Production Uses and Marketing Uses:

- **Production Uses**: mean value added farm related uses that include processing of agricultural products (including wineries, canneries, bakeries, cheese factories and similar uses); and distribution and warehousing of agricultural products.
- **Marketing Uses**: mean value added farm related uses that include a variety of methods of increasing the sales of raw or finished farm products. Such uses may include road side produce stands and other retail facilities for the sale of products, pick your own facilities, agri-tourism uses (such as farm mazes, special events facilities (e.g. farm weddings) and educational facilities) and “experiential uses” (such as “working farm vacations” or culinary schools).
- **Support Uses:** means uses that support day to day farm operation and may include machinery repairs, seed suppliers, and other uses not more appropriately accommodated in settlement areas. Support uses are intended to primarily serve the farm operation and surrounding local farm operations and are intended to remain secondary to the principal farm operation.

Value Retention Uses means uses occurring on-farm that are considered integral to an agricultural operation and integral to retaining the value of raw agricultural products. They are divided into uses that support agricultural production including research and maintenance and management of equipment, and uses required to get raw agricultural produce ready for market including washing, sorting, drying, packing, packaging and similar uses.

Vegetation Protection Zone means a vegetated buffer area surrounding a natural heritage feature or hydrologic feature within which only those land uses permitted within the feature itself are permitted.

Vulnerable Surface and Ground Water Features means surface and ground water features that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or ground water.

Waste Disposal Sites means the application of untreated septage, the storage, treatment and discharge of tailings from mines and waste disposal sites as defined under Part V of the Ontario Environmental Protection Act, 1990 with respect to Source Water Protection.

Wastewater Treatment Plant/Facility means the part of a sewage works that treats or disposes of sewage but does not include the part of the sewage works that collects or transmits sewage.

Water Budget means an accounting of the inflow to, outflow from, and storage changes of water in a hydrologic unit.

Watershed means an area that is drained by a river and its tributaries.

Wetlands means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildlife Habitat means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodland means a treed area that provides environmental and economic benefits to both the private landowner and the general public such as erosion prevention, hydrologic and nutrient cycling, provision of clean air and long term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities and the sustainable harvest of woodland products. It does not include a cultivated fruit or nut orchard or a plantation used for the purpose of producing Christmas trees.

appendix

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Appendix A – List of Original Documents and Amendments

ORIGINAL DOCUMENTS:

1970-1979

By-law No. 828-785-73 as adopted on December 20, 1973 (the original 1973 Policy Plan document)

By-law No. 892-858-74 as adopted on March 28, 1974 (Commercial Policies)

By-law No. 1028-983-74 as adopted on September 19, 1974 (urban areas boundaries maps referred to as an "Addendum")

By-law No. 1208-1153-75 as adopted on March 20, 1975 (map amendment - Town of Lincoln)

By-law No. 1273 1217 75 as adopted on June 5, 1975 (map amendment City of Port Colborne)

By-law No. 1323-1266-75 as adopted on September 4, 1975 (map amendments Town of Lincoln and Town of Niagara-on-the-Lake)

By-law No. 1534-1485-76 as adopted on August 5, 1976 (reductions to urban areas boundaries, as requested by the Province, plus one definition)

By-law No. 1608-1559-76 as adopted on November 4, 1976 (map correction Town of Lincoln)

Proposed reductions in the urban areas boundaries were announced by the Minister of Housing by letter dated February 16, 1977.

DPD 987, Minor Editing as adopted on October 20, 1977 (minor editing of text)

By-law No. 1846-77 as adopted on November 3, 1977 (revisions to urban areas boundaries in the City of Welland and the Town of Fort Erie)

Amendment One By-law No. 1971-78 as adopted on June 1, 1978 (amendments to the Agricultural, Rural, Environmental and Implementation Sections of the Policy Plan)

Statement of the Minister of Housing, the Honourable Claude Bennett, dated June 16, 1978, that:

"This Official Plan for the Niagara Planning Area (the Policy Plan dated December, 1973)...is hereby modified..." (followed by a list of modifications)

"As thus modified, the Regional Niagara Policy Plan is hereby approved...save and except:." (followed by a list of referrals and deferrals)

OMB decision of February 9, 1979 (and subsequent orders) concerning portions of urban areas boundaries maps for the Cities of Niagara Falls, Thorold and Port Colborne.

1980 – 1989

OMB decision of February 27, 1981 (and subsequent orders) concerning portions of the urban areas boundaries maps for the Towns of Grimsby, Lincoln, Niagara-on-the-Lake and Pelham and the City of St. Catharines, plus all of Amendment One and small portions of the original text.

Order-in-Council dated August, 1981, modifying Policy 6.A.9 re: consent policies, and Policy 6.B.10 re: rural residential development.

Order made April 5, 1988 by the Minister of Municipal Affairs under Subsection 15(2) of the Niagara Escarpment Planning and Development Act R.S.O. 1980, bringing the Regional Policy Plan into Conformity with the N.E.C. Plan.

List of Additional Amendments

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
2	2209-79	Feb. 15, 1979	June 18, 1979	Industrial Land Expansion City of Welland
3	2537-80	Apr. 17, 1980	May 7, 1980	Urban Expansion south of Chippawa
4	2753-81	Mar. 5, 1981	June 4, 1981	R.E. Law Quarry Expansion Township of Wainfleet
5	2643-80	Sept. 18, 1980	Nov. 29, 1980	Industrial Expansion south to Welland River
6	2610-80	Aug. 21, 1980	June 4, 1981	Burnstein Brick Quarry Expansion
7	2724-81	Jan. 22, 1981	June 29, 1981	Lundy's Lane-Garner Road Urban Expansion
8	2912-81	Sept. 17, 1981	Mar. 4, 1982	East Side Industrial Area City of Welland
9	2771-81	Mar. 19, 1981	Nov. 5, 1981	E.S. Fox Industrial Relocation
10	3050-82	Mar. 18, 1982	Mar. 19, 1984	Port Colborne Quarries Expansion
11	3233-83	Nov. 4, 1982	(withdrawn)	D.L. Stephens Pit Expansion Town of Pelham
12	3071-82	May 6, 1982	Sept. 2, 1986	Waterline Extension Policy
13	2980-81	Dec. 17, 1981	Mar. 16, 1984	Surplus Dwelling on Amalgamated Farm Policy
14		Inactive		Fonthill Kame Policy
15	3797-84	Dec. 20, 1984	June 24, 1986	Group Homes Policy
16	4820-87	Aug. 20, 1987	Sept. 20, 1990	Fonthill Urban Area Expansion Town of Pelham
17	3771-84	Nov. 15, 1984	Jan. 24, 1986	Smithville Urban Area Expansion Township of West Lincoln

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
18	3930-85	June 6, 1985	Aug. 18, 1986	Agricultural and Rural Areas Policies
19	3769-84	Nov. 1, 1984	Feb. 18, 1985	Hannon Lumber Town of Fort Erie
20	3947-85	July 11, 1985	Jan. 31, 1986	Steed and Evans Pit Expansion Town of Pelham
21	3856-85	Mar. 7, 1985	Apr. 9, 1985	Fort Erie – QEW Interchange
22	4010-85	Aug. 22, 1985	June 14, 1988	Grimsby Deferred Urban Area
23	5599-89	July 6, 1989	Apr. 2, 1990	QEW/Ontario Street Interchange Town of Lincoln
24				Existing Lots Along Corridors
25	4144-86	Jan. 23, 1986	Dec. 9, 1986	Islamic Cemetery City of Niagara Falls
26		(Denied – DPD 2055)		Deletion of Possible Aggregate Area Township of Wainfleet
27	5136-88	May 5, 1988	June 30, 1989	Expansion to Urban Area, North of Mountain Road City of Niagara Falls
28	5061-88	Mar. 17, 1988	Oct. 24, 1988	Deferred Urban to Urban City of Port Colborne
29	4867-87	Oct. 1, 1987	Nov. 8, 1988	Expansion to Urban Area, Former Humberstone Township City of Welland
30	6937-92	Oct. 15, 1992	May 21, 1993	Expansion to the Old Town Urban Area Town of Niagara-on-the-Lake
31	5160-88	May 10, 1988	Nov. 8, 1988	Expansion to North Welland Urban Area City of Welland

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
32		Denied DPD 2291 (Feb. 10, 1988)		Master Paving and Construction City of Niagara Falls
33 Part 1	7108-93	Apr. 1, 1993	Jan. 17, 1995	Park Road Consortium Lands Town of Grimsby
Part 2	8944-98	Feb. 5,, 1998	May 1, 1998	
34	5417-89	Jan. 19, 1989	Apr. 20, 1989	Waterline Extension, Lookout Street Town of Pelham
35	5613-89	July 6, 1989	Aug. 8, 1991	Church and School Town of Grimsby
36	5686-89	Sept. 21, 1989	Mar. 14, 1991	Church in Agricultural Area Town of Pelham
37		Denied DPD 2557 (Sept. 7, 1989)		Italo-Canadian Club City of Niagara Falls
38	5964-89	Dec. 21, 1989	May 16, 1990	Beamsville Urban Area Expansion, Lincoln Avenue Area
39	5715-89	Nov. 2, 1989	Jan. 22, 1990	Expansion to Niagara Falls Urban Area
40		Inactive		Banquet Hall Town of Grimsby
41	5786-90	Jan. 19, 1990	June 12, 1992	Mobile Home Park City of Niagara Falls
42	5965-89	Dec. 21, 1989	June 11, 1990	Vineland Urban Area, Existing Development Town of Lincoln
43		Inactive		Urban Boundary Expansion, Northwest Quadrant City of Niagara Falls
44	6498-91	Oct. 3, 1991	Nov. 1, 1991 Aug. 27, 1992	Walker Bros. Quarry City of Niagara Falls
45	5921-90	June 7, 1990	July 20, 1990	Waterline Extension Town of Fort Erie
46	(Referred to OMB)		May 27, 1993	Fonthill Urban Area Town of Pelham – Landco

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Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
47	6383-91	July 4, 1991	Feb. 4, 1993	Smithville Urban Area Expansion Township of West Lincoln
48	6225-91	Mar. 7, 1991	July 5, 1991	Grimsby Municipal Cemetery Town of Grimsby
49	6675-92	Mar. 19, 1992	Feb. 5, 1993	N-O-T-L Urban Expansion, Charlotte Road Area
50	8309-96	April 18, 1996	June 25, 1998	Golf Course City of Niagara Falls
51	6226-91	Mar. 7, 1991	Jan. 31, 1992	Welland Urban Area Expansion, Riverside Drive City of Welland
52		Application Withdrawn		Transportation Centre City of St. Catharines
53	6421-91	Aug. 1, 1991	Dec. 17, 1991	Virgil Urban Area Expansion Pleasant Manor
54		Inactive		Church in Agricultural Area Town of Lincoln
55		Application Withdrawn (Mar. 14, 1991)		Urban Area Expansion, Martindale Road City of St. Catharines
56	6384-91	July 4, 1991	Sept. 28, 1992	Housing Policies
57	6476-91	Sept. 19, 1991	Jan. 10, 1992	Waterline Extension Town of Lincoln
58	6536-91	Nov. 7, 1991	Dec. 20, 1994	Regional Objectives, Development and Conservation
59	6535-91	Nov. 7, 1991	Dec. 20, 1994	Revised Urban Area Policies
60	6497-91	Oct. 3, 1991	Dec. 20, 1994	Revised Agricultural and Rural Area Policies
61	6691-92	Apr. 2, 1992	Mar. 2, 1994 OMB	Beamsville Urban Area Expansion – Meadowood

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
62	6474-91	Sept. 19, 1991	Apr. 24, 1992	Dyck Property Town of Niagara-on-the-Lake
63	7169-93	May 6, 1993	Aug. 25, 1994	Urban Area Expansion, Iafrate Property City of Niagara Falls
64		Inactive		Beamsville Urban Area Expansion-Mountainview Homes Town of Lincoln
65	6657-92	Mar. 5, 1992		Waterline Extension Ridgeway Town of Fort Erie
66		Niagara Escarpment Plan Amendment Denied December, 1996		Twenty Valley Estates Town of Lincoln
67		Conditional Approval by OMB		Contractor's Yard City of Niagara Falls
68		Application Withdrawn (Nov. 8, 1993)		Asphalt Plant City of Thorold
69	6743-92	May 21, 1992	Feb. 4, 1993	Golf Course City of Welland
70		Inactive		Agricultural Land Base Map
71		See Amendment 122		Peninsula Lakes Golf Course Town of Pelham
72	6888-92	Aug. 20, 1992	Sept. 15, 1994 OMB	Asphalt Plant (New Site) City of Thorold
73	7033-93	Jan. 21, 1993	Mar. 19, 1993	Halfway Sand Pit City of Niagara Falls
74	7659-94	June 2, 1994	OMB Sept. 21, 1995	Culp Road Urban Area Expansion Town of Lincoln

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
75	Order made under Section 15(2) of the *Niagara Escarpment Planning and Development Act* Nov. 9, 1988			Rockway Glen Golf Course Town of Lincoln
76 Part 1	Order made under Section 14 and 14(3) of the *Planning Act* Sept. 17, 1991			Expansion to the Glendale Urban Area – Marra Project Town of Niagara-on-the-Lake
Part 2	Order made under Section 15(2) of the *Niagara Escarpment Planning and Development Act* Oct. 20, 1992			Niagara-on-the-Green Golf Course Town of Niagara-on-the-Lake
77	7170-93	May 6, 1993	July 15, 1993	Waterline Extension Vineland Quarries Town of Lincoln
78	7580-94	Apr. 7, 1994	OMB June 30, 1995	School in Agricultural Area Near Jordan
79	7280-93	July 15, 1992	Aug. 13, 1993	Four Minor Urban Area Expansions City of Niagara Falls
80		Inactive		Smithville Urban Area Expansion Costello Property
81	8538-96	Nov. 21, 1996	Feb. 28, 1997	Agape Valley Campground Town of Pelham
82	7649-94	June 2, 1994	Mar. 8, 1996	Urban Area Expansion Martindale Road City of St. Catharines
83	7455-94	Jan. 20, 1994	May 20, 1994	Municipal Sports Park Town of Lincoln
84	8065-95	Jul. 26, 1995	May 31, 1996	Grimsby Urban Area Expansion
85	8115-95	Sept. 21, 1995	Nov. 23, 1995	Virgil Urban Area Expansion Penner Property
86	7914-95	Feb. 16, 1995	June 4, 1996	Shumlick Golf Course City of Welland
87		Inactive		Mewburn Sports Complex City of Niagara Falls

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
88	7581-94	Apr. 7, 1994	May 27, 1994	Dominion Road Expansion Town of Fort Erie
89		Withdrawn		Pine Tree Village
90	7806-94	Oct. 20, 1994	May 15, 1995	Church in St. Catharines
91	7742-94	Aug. 18, 1994	Feb. 2, 1995	Waterline Extension Hy-Grade Concrete City of St. Catharines
92		Withdrawn		Southeast Vineland Expansion
93	7881-95	Jan. 19, 1995	July 27, 1995	Urban Area Changes Fort Erie & Crystal Beach
94	7984-95	Apr. 20, 1995	April 3, 1996	Welland Canal Parkway
95	8014-95	May 18, 1995	Feb. 23, 1996	Church in City of Welland
96		Withdrawn		Comm/Ind. Town of Lincoln
97		Denied by OMB Oct. 27, 1997		Estate Residential Town of Lincoln
98	8165-95	Nov. 2, 1995	Dec. 12, 1995	Concrete Batch Plant City of Thorold
99	8096-95	Aug. 17, 1995	Nov. 10, 1995	Industrial Use City of Port Colborne
100	8116-95	Sept. 21, 1995	Dec. 13, 1995	Prudhommes Area Town of Lincoln
101	8174-95	Nov. 16, 1995	Feb. 15, 1996	Italo-Canadian Centennial Club City of Niagara Falls
102		Inactive		Afrukhteh Property Town of Niagara-on-the-Lake
103	8890-97	Oct. 2, 1997	July 3, 1998	East Side Thorold City of Thorold
104	8286-96	Apr. 11, 1996	July 10, 1996	Gerada Property City of Thorold

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
105	8473-96	Aug. 15, 1996	Dec. 5, 1996	Wellandport Church Township of Wainfleet
106	8310-96	Apr. 18, 1996	June 23, 1996	Port Colborne Poultry Waterline Extension
107	8414-96	June 6, 1996	Nov. 26, 1996	Niagara-on-the-Green Commercial
108	8448-96	July 18, 1996	Nov. 9, 1996	Church in Jordan Town of Lincoln
109		File closed		Road Rights-of-Way Policies
110	9006-98	May 21, 1998	June 29, 1999	Leisureplex Township of West Lincoln
111	8889-97	Oct. 2, 1997	Feb. 12, 1998 (Province) July 27, 1998 (OMB)	Agricultural Severance Policies
112	8999-98	May 7, 1998	July 18,, 2000 (OMB)	Urban Area Expansion East Side – Fonthill
113	8977-98	March 19, 1998	July 9, 1998	Miller Road – Rural City of Niagara Falls
114		Inactive		Urban Area Expansion Crystal Beach
115	8913-97	Nov. 6, 1997	May 6, 1998	Club Italia City of Niagara Falls
116		Inactive		Urban Area Expansion South of Quaker Road City of Welland
117	8988-98	April 16, 1998	July 14, 1998 (Province) Oct. 21 1998 (OMB)	Urban and Rural Town of Niagara-on-the-Lake
118	171-1999	Dec. 16, 1999	July 18,, 2000 (OMB)	Urban Area Expansion Fonthill, Mori

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
119		Inactive		Urban Area North of Quaker Road City of Welland
120		Denied by Cabinet		Culinary Centre Town of Lincoln
121		No Amendment Required		Waterline South Service Road Town of Lincoln
122	9045-98	July 16, 1998	Aug. 7, 1998	Peninsula Lakes Golf Course Expansion Town of Pelham
123	9111-98	Nov. 5, 1998	Dec. 1, 1998	Italo-Canadian Club City of Niagara Falls
124		Withdrawn		Thorold Hydro Service Centre
125	110-1999	July 15, 1999	Aug. 11, 1999	Egerter Golf Course City of Thorold
126	53-1999	April 1, 1999	April 28, 1999	Black Creek Retirement Park Expansion
127	6-1999	Jan. 21, 1999	Feb. 16, 1999	Urban Area Expansion Rural Clusters Highway Commercial Areas Township of West Lincoln
128	154-1999	Nov. 4, 1998	Nov. 30, 1999	Blue Circle Pit Expansion Town of Pelham
129	7-1999	Jan. 21, 1999	Feb. 16, 1999	St. Catharines Urban Area Expansion Martindale Road/QEW
130	16-2001	Mar. 1, 2001	Mar. 28, 2001	Mewburn Road Recreation Complex City of Niagara Falls
131	28-1999	Mar. 4, 1999	Mar. 31, 1999	Minor Expansion of Fonthill Urban Area

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Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
				Town of Pelham
132	70-1999	May 6, 1999	June 5, 1999	Waterline Policy Modification
133	29-2000	April 6, 2000	Nov. 8, 2000 (OMB)	Smithville Urban Area Boundary Expansion
134	35-2000	April 20, 2000	May 18, 2000	Modification to Regional Policy Plan Amendment 103 East Side Thorold
135	121-1999	Aug. 19, 1999	Sept. 14, 1999	Sparrow Lakes Golf Course Expansion City of Welland
136	32-2001	July 19, 2001	Aug. 15, 2001	Nelson Aggregates Quarry Expansion Town of Lincoln
137	102-2001	Oct. 4, 2001	Oct. 4, 2001	Municipal Official Plan Amendment Exemption Policies Port Robinson West Urban Area
138	172-1999	Dec. 16, 1999	Jan. 11, 2000	
139		Withdrawn		Smithville Industrial Area Township of West Lincoln
140	173-1999	Dec. 16, 1999	Jan. 11, 2000	Country Lane Golf Course Expansion City of Port Colborne
141			Aug. 5, 2003 (OCH)	Vineland Quarry Expansion
142	53-2000	May 4, 2000	May 30, 2000	Wainfleet Rural and Hamlet Expansion
143	58-2000	May 18, 2000	June 16, 2000	Pleasant Manor Expansion, Virgil
144	40-2001	June 21, 2001	Dec. 13, 2001 (OMB)	Lookout Point Practice Facility
145	77-2001	Aug 16, 2001	Sept 11, 2001	Seniors' Long Term Care Facility – Pelham
146	92-2000	Aug 17, 2000	Sept 11, 2000	Virgil Fire Station Niagara on the Lake

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
147	117-2000	Nov. 2, 2000	Nov. 28, 2000	Minor Urban Area Boundaries Expansion Niagara Falls
148	119-2000	Nov. 2, 2000	Nov. 29, 2000	Greater Niagara Circle Route
149	116-2000	Nov. 2, 2000	Nov. 28, 2000	Regional Bicycle Policies
150	67-2002	June 6, 2002	July 5, 2002	Sewer Line Vincor Lincoln
151	118-2000	Nov. 2, 2000	Nov. 28, 2000	Campden Urban Area Town of Lincoln
		Part Deferred Decision by Regional Council pending NEC approval. Deferrals lifted by Council Aug. 17, 2006		
152	27-2001	Mar. 15, 2001	Apr. 10, 2001	Greek Orthodox Church St. Catharines
153	52-2001	May 17, 2001	June 13, 2001	Leiden Tents Pelham
154	8-2007	Jan. 18, 2007	Feb. 16, 2007	Beamsville Urban Area Boundaries Expansion
155		Withdrawn		Grey Gables Thorold
156		Withdrawn		Welland Long-Term Care
157	03-2002	Jan. 24, 2002	Mar. 28, 2002	NET Campground Golf Course Town of Pelham
158		Denied by OMB		Southwest Airside Development
159	76-2001	Aug. 16, 2001	Sept 18, 2001	Grand Niagara Golf Course City of Niagara Falls
160		Denied		Temporary Use West Lincoln
161	86-2002	July 18, 2002	Sept. 8, 2006 Appeal withdrawn	Miller Road Niagara Falls Estate Residential

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
162	05-2002	Feb. 7, 2002	Mar. 12, 2002	Fort Erie Race Track
163	100-2003	Nov. 6, 2003	Nov. 8, 2005	Grimsby Urban Area
164	120-2001	Dec. 6, 2001	Jan. 3, 2002	Waterline Extension E.L. Crossley Town of Pelham
165		Withdrawn		Westbrook Greenhouse Plant – Lincoln
166		Withdrawn		Private Seniors' Care Facility – Niagara Falls
167	85-2002	July 18, 2002	Aug. 14, 2002	Urban Area Expansion Ridgeway/Crystal Beach Town of Fort Erie
168	120-2002	Nov. 7, 2002	Dec. 6, 2002	Twenty Valley/Jordan Harbour Policies Town of Lincoln
169			Approved by OMB Oct. 18, 2005	Urban Residential Grimsby
170	71-2006	Aug. 17, 2005	Appealed to OMB and substantially modified Jan. 25, 2008 & Aug. 20, 2008	Willoughby Land Use Policies City of Niagara Falls
171	56-2003	June 19, 2003	July 23, 2003	Church in Boyle West Lincoln
172	23-2007	March 1, 2007	March 30, 2007	Grand Niagara Golf Course Expansion Niagara Falls
173	101-2003	Nov. 6, 2003	Dec. 9, 2003	Inn and Restaurant Niagara-on-the-Lake
174	08-2003	Feb. 6, 2003	Mar. 5, 2003	Welland Urban Area Expansion
175	80-2013	July 12, 2013	August 2, 2013	Leisureplex Expansion West Lincoln

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
176	57-2003	June 19, 2003	July 23, 2003	Church in Grassie Grimsby
177	43-2003	May 1, 2003	May 28, 2003	Waterline Extension Windmill Point Park Fort Erie
178	52-2003	June 5, 2003	July 3, 2003	Fenwick Centennial Park Expansion Town of Pelham
179	53-2003	June 5, 2003	July 7, 2003	Waterline, Niagara Christian Collegiate Fort Erie
180		Inactive		Grace and Truth Seniors Home Expansion Town of Lincoln
181	46-2003	May 15, 2003	June 12, 2003	Urban Area Expansion Ridgeway Town of Fort Erie
182	102-2003	Nov. 6, 2003	Dec. 9, 2003	Hamlet Kemp Road Grimsby
183		File Closed		Smart Growth Policies
184	128-2004	Oct 21, 2004	Nov 12, 2004	Club Roma Expansion City of St. Catharines
185	106-2004	Aug 19, 2004	Sept 14, 2004	Servicing Policies Review
186	57-2005	June 9, 2005	July 12, 2005	Auto Recycling Business to Urban Residential Grimsby
187	119-2005	Dec 15, 2005	Approved by OMB April 16, 2008 and modifications approved Mar. 10, 2009	Environmental Policies
188	47-2005	May 19, 2005	Denied by OMB Aug. 14, 2008 & Aug. 15, 2008	Niagara River Golf Club Town of Fort Erie

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
189	73-2004	June 3, 2004	July 3, 2004	Contractor's Shop and Yard City of Niagara Falls
190	89-2013	August 2, 2013	August 24, 2013	Sawmill Golf Course Expansion Town of Pelham
191	79-2004	June 17, 2004	July 14, 2004	Sewer Line Extension Town of Grimsby
192	31-2005	April 7, 2005	May 5, 2005	Urban Area Expansion Fenwick
193	13-2005	Feb. 3, 2005	March 3, 2005	Sparrow Lakes Golf Course Expansion Town of Pelham
194	115-2004	Sept. 16, 2004	Oct. 14, 2004	Sewer Line Extension Haist Road Town of Pelham
195	105-2004	Aug. 19, 2004	Sept. 14, 2004	Consent Application Bertie Street Town of Fort Erie
196	33-2013	March 21, 2013	Under Appeal	Expansion to Urban Area Northwest Niagara Falls
197	42-2005	April 28, 2005	May 31, 2005	Wind Power Development Township of Wainfleet
198	17-2006	Mar. 2, 2006	April 6, 2006	Hard Rock Paving Quarry Expansion Township of Wainfleet
1-2005		File Closed		Port Colborne Energy Park
2-2005	33-2006	Apr. 13, 2006	Approved by OMB June 20, 2007	Regional Road Allowance Policies
3-2005	2-2006	Jan. 19, 2006	Feb 22, 2006	Agri-Plastics Township of West Lincoln

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
4-2005			Approved as modified by OMB April 28, 2008	Reeb Quarry Township of Wainfleet
5-2005	108-2006	Nov. 9, 2006	Dec. 6, 2006	Expansion to Grimsby Urban Boundary: On-the-Lake Estates
6-2005	70-2006	Aug. 17, 2006	Approved by OMB March 30, 2007	Updated Agricultural and Rural Area Policies
7-2005	63-2007	June 14, 2007	Approved by OMB June 16, 2008	Proposed Expansion to Urban Area Boundary – Portage Road & Stanley Avenue City of Niagara Falls
8-2005		Deemed to be withdrawn		Animal Sanctuary Kottmeier Road City of Thorold
9-2005	79-2006	Sept. 7, 2006	Oct. 4, 2006	Zooz Expansion Stevensville Town of Fort Erie
1-2006			Appeal Withdrawn.	Compost Facility Town of Lincoln
2-2006	72-2006	Aug. 17, 2006	Sept 12, 2006	Waterline Extension to a Church Town of Fort Erie
3-2006	75-2007	July 5, 2007	July 27, 2007	Urban Area Expansion Central West Welland
4-2006	60-2007	June 14, 2007	Approved in part by OMB Feb. 25, 2008 with a "Deferred Decision" on Part 1, and Part 3 later approved July 3, 2008	Urban Area Boundary Modifications Town of Fort Erie
1-2007	53-2007	May 24, 2007	June 20, 2007	Proposed Walker Brothers Landfill Expansion City of Niagara Falls

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
2-2007	41-2007	April 12, 2007	May 8, 2007	Waterline Connections Rice Road Town of Pelham
3-2007		Denied		Sewer Line Extension Quaker Rd and Rice Rd City of Welland
4-2007	84-2007	July 26, 2007	August 21, 2007	CIP Grant Policies
5-2007	111-2008	Oct. 16, 2008	Nov. 13, 2008	Regional Wind Energy Policies
6-2007	98-2007	Oct. 18, 2007	Nov. 14, 2007	Regional Road Allowance Policies Update: Welland, Pelham, Port Colborne
7-2007	5-2008	Feb. 7, 2008	Mar. 4, 2008	Regional Road Allowance Policies: Niagara on the Lake
1-2008	126-2010	Oct. 14, 2010	Nov. 9, 2010	Expansion of Pleasantview Cemetery City of Thorold
2-2008	99-2008	Sept. 25, 2008	Oct. 22, 2008	Complete Application Policies
3-2008	73-2009	Sept. 11, 2009	Oct. 9, 2009	Wine Country Policies
4-2008		Application Withdrawn		The Commons at Niagara-on-the Green "Lifestyle Centre" Town of Niagara on the Lake
1-2009	34-2011	March 3, 2011	Approved with modifications by the OMB on January 27, 2012	Queenston Quarry Redevelopment Town of Niagara on the Lake
2-2009	47-2009	May 28, 2009	Referred to OMB July 10, 2009	Niagara's Sustainable Community Policies
3-2009	10-2010	Feb.11, 2010	Referred to OMB Mar. 23, 2010	Canadian Motor Speedway Town of Fort Erie

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
4-2009		Inactive		New Site for Lincoln Agricultural Society Town of Lincoln
5-2009	33-2010	Mar. 5, 2010	Mar. 30, 2010	Regional Bicycle Policies & Network Mapping
6-2009	50-2010	April 23, 2010	Referred to OMB May 31, 2010	Agricultural Value-Added Activities Policies
7-2009				Niagara Falls World of Motorsports, Sodom Rd./QEW City of Niagara Falls
8-2009				Switchgrass Pelletization and Pallet Recycling Township of West Lincoln
2010	-	-	-	No Amendments
1-2011	52-2013	May 9, 2013	June 4, 2013	Niagara Culture Plan Implementation
2-2011				Water Resource Policies
4-2011	54-2012	June 21, 2012	Approved with modifications by the OMB on December 28, 2012	Ivanhoe Cambridge/Niagara-on-the-Green, Town of Niagara-on-the-Lake
5-2011	56-2012	June 21, 2012	July 17, 2012	Two Sisters Winery, John Street, Town of Niagara-on-the-Lake
1-2012	59-2012	July 6, 2012	July 31, 2012	Niagara Economic Gateway Zone and Centre
2-2012	8-2013	January 18, 2013	February 12, 2013	Niagara Economic Gateway Zone and Centre Housekeeping Amendment
3-2012	98-2012	October 25, 2012	November 16, 2012	To Permit Changes During Consolidation of the Regional Policy Plan

Amendment Number	Regional By-Law #	By-Law Date	Approval Date	Purpose
5-2012	40-2013	April 18, 2013	May 16, 2013	Environmental Policies Housekeeping to Implement the EIS Guidelines
6-2012	82-2013	July 12, 2013	August 2, 2013	Welland Canal Cultural Heritage Landscape
1-2013	68-2013	June 20, 2013	July 16, 2013	Urban Area Boundary Modifications for Fonthill, Town of Pelham
2-2013	101-2013	September 20, 2013	October 16, 2013	Urban Area Boundary Modifications for St. Catharines
3-2013	30-2014	February 27, 2014	Under Appeal	Hamlet Policies
4-2013	119-2013	October 31, 2013	Under Appeal	Urban Area Boundary Modifications for the City of Welland
5-2013	30-2014	February 27, 2014	April 11, 2014	Consultation, Engagement and Implementation Policies
6-2013	13-2014	January 16, 2014	February 7, 2014	Site Specific Policies
8-2013	69-2014	July 3, 2014	January 27, 2015	Development Phasing Policies
ROPA 1	65-2014	June 19, 2014	July 10, 2014	Organization Framework of the Regional Official Plan
ROPA 2				Rural and Agriculture Policy Update
ROPA 3	67-2014	June 19, 2014	July 2, 2015	West Lincoln Land Swap/Exchange
ROPA 4				Growing the Economy
ROPA 5	48-2015	April 30, 2015	May 22, 2015	Source Water Protection Policies
ROPA 6				Corridor Protection Policies
ROPA 7				Southwest Welland Urban Area Boundary Reduction
ROPA 8				Aggregate Policy Update
ROPA 9				Employment Lands – Phase II
ROPA 10	61-2015	May 21, 2015	June 11, 2015	Greater Fort Erie High School

Appendix B – Advisory Committees to Regional Council

Greater Niagara Circle Route

The Region will coordinate a Committee to pursue the creation of the Greater Niagara Circle Route with appropriate representation from the Regional Municipality of Niagara; the municipalities of St. Catharines, Thorold, Welland, Wainfleet, Port Colborne, Fort Erie, Niagara Falls and Niagara-on-the-Lake; and members of the public to a total of 15 members.

The Greater Niagara Circle Route Committee, in association with the Local Municipalities, will:

i. Coordinate the development of the Greater Niagara Circle Route and the Welland Canals East Side Trail;
ii. Coordinate a private fund-raising campaign to assist with the financing of the Greater Niagara Circle Route;
iii. Support a construction program to build or upgrade the necessary sections of the route, with a work program and funding sequence identifying this route in the Region's capital works program; and
iv. Emphasize the completion of the proposed Greater Niagara Circle Route as a Regional Policy

Regional Niagara Bicycling Committee

The Niagara Region will continue to maintain, support, encourage and fund the activities of the Regional Niagara Bicycling Committee:

i. As an advisory sub-committee of the Public Works Committee with membership consisting of political, public, interest groups, appropriate agencies and Regional Staff Representation
ii. As a forum providing for public and agency input into Provincial, Regional and local cycling decisions in areas such as policy development, bikeway network development, cycling education, safety, promotion/ encouragement, enforcement; and
iii. To undertake tasks related to the above Objectives

Agricultural Policy and Action Committee

The Region will attempt to ensure a viable agricultural industry through such means as:

i. The Agricultural Policy and Action Committee whose purpose is to advise the Region on agricultural issues (This Sub Committee includes representatives from Regional Council and local agricultural and marketing organizations.)

Lake Ontario

CITY OF HAMILTON

Kemp Road

Grassie

Grimsby Centre

Fulton

Regional Road 12

Kimbo

Tintern

Abingdon

St. Ann's

Silverdale

Caistor Centre

North Pelham

Caistorville

Bismark

East Boyle

Boyle

Wellandport

Wellandport

Attercliffe

HALDIMAND COUNTY

Beckett's Bridge

Chambers Corners

Winger

Hendershot Corners

Wainfleet

Ostryhon Corners

Burnaby

Lake Erie

Niagara River

Bethel

Gasline

Sherkston

Snyder

UNITED STATES OF AMERICA

0 2.5 5 10

Kilometers

NIAGARA on the LAKE

GRIMSBY

ST. CATHARINES

LINCOLN

THOROLD

WEST LINCOLN

PELHAM

NIAGARA FALLS

WELLAND

WAINFLEET

PORT COLBORNE

FORT ERIE

- URBAN AREA BOUNDARY
- BUILT-UP AREA
- DESIGNATED GREENFIELD AREA
- DOWNTOWN ST. CATHARINES URBAN GROWTH CENTRE
- NIAGARA ESCARPMENT PLAN (NEP) AREA
- GREENBELT PLAN AREA
- PROTECTED COUNTRYSIDE
- DISTRICT PLAN
- HAMLET (as adopted by Regional Council and subject to approval by the Minister under Section 26 of the Planning Act)
- GOOD GENERAL AGRICULTURE AREA
- RURAL AREA
- INTERNATIONAL CROSSING
- PORT
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD
- RAILWAY

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Published March 2018

Regional Structure

SCHEDULE A

SCHEDULE B

Agricultural Land Base

Published August 2015

- UNIQUE AGRICULTURAL AREA
- GOOD GENERAL AGRICULTURE AREA
- RURAL AREA
- GREENBELT PLAN AREA
- NIAGARA ESCARPMENT PLAN (NEP) AREA
- URBAN AREA
- HAMLET (Refer to Policy 4.H.1.6)
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD
- RAILWAY

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Lake Ontario

Niagara River

Lake Erie

CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

Kemp Road

Grassie

Grimsby Centre

Fulton

Regional Road 12

Kimbo

Tintern

Abingdon

St. Ann's

Silverdale

North Pelham

Caistor Centre

Caistorville

Bismark

East Boyle

Boyle

Wellandport

Wellandport

Attercliffe

Beckett's Bridge

Chambers Corners

Winger

Hendershot Corners

Wainfleet

Ostryhon Corners

Burnaby

Bethel

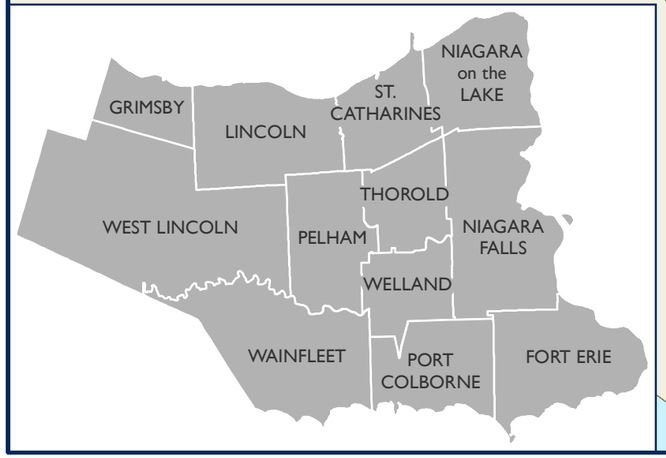
Gasline

Sherkston

Snyder

0 2.5 5 10

Kilometers



Lake Ontario

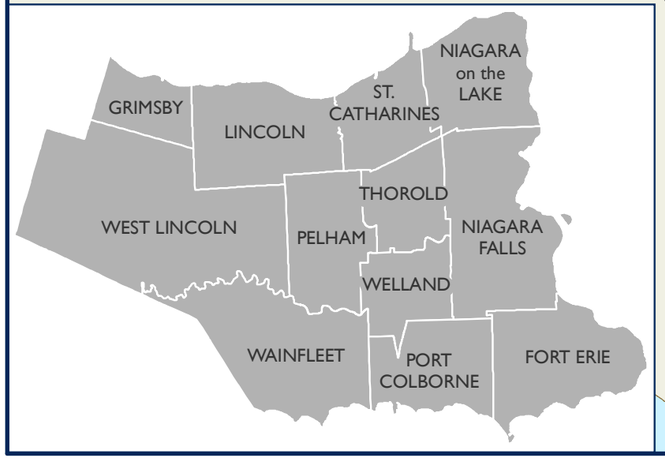
CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

Niagara River

Lake Erie



- ENVIRONMENTAL PROTECTION AREA
- ENVIRONMENTAL CONSERVATION AREA
- GREENBELT PLAN
- GREENBELT NATURAL HERITAGE SYSTEM
- NIAGARA ESCARPMENT PLAN (NEP) AREA
- EARTH SCIENCE ANSI
- FISH HABITAT
- FISH HABITAT
- MUINICIPAL DRAIN
- POTENTIAL NATURAL HERITAGE CORRIDOR
- URBAN AREA
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

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0 2.5 5 10

Kilometers

Published November 2015

Core Natural Heritage

SCHEDULE C

SCHEDULE D1

Potential Resource Areas: Stone

Published August 2015

ORDOVICIAN FORMATION
SILURIAN FORMATION
DEVONIAN FORMATION
OUTCROP - STONE WITHIN 3' OF SURFACE
NIAGARA REGION
MUNICIPAL BOUNDARY
PROVINCIAL ROAD
REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Lake Ontario
Niagara River
Lake Erie
CITY OF HAMILTON
HALDIMAND COUNTY
UNITED STATES OF AMERICA

GRIMSBY
LINCOLN
ST. CATHARINES
NIAGARA on the LAKE
THOROLD
WEST LINCOLN
PELHAM
NIAGARA FALLS
WELLAND
WAINFLEET
PORT COLBORNE
FORT ERIE

0 2.5 5 10
Kilometers

SCHEDULE D2

Potential Resource Areas: Sand and Gravel

Published August 2015

SAND AND GRAVEL

NIAGARA REGION

MUNICIPAL BOUNDARY

PROVINCIAL ROAD

REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Lake Ontario

Niagara River

Lake Erie

CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

NIAGARA BAR SAND

LAKE IROQUOIS BLUFF

HOMER BAR

ST. DAVIDS BURIED GORGE

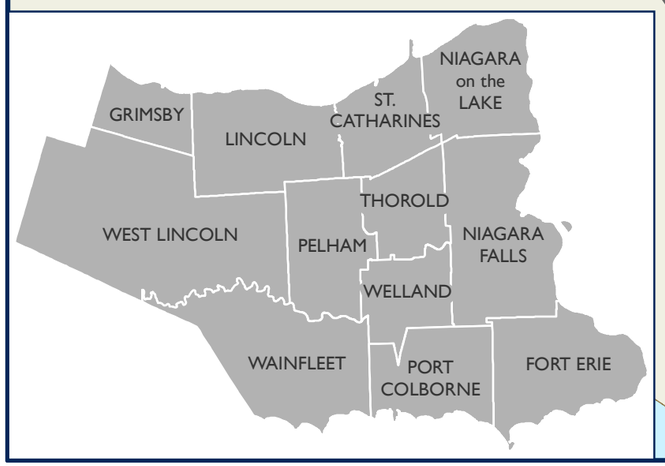
FONTHILL KAME DELTA

INLAND DUNE SAND

DUNE SAND ALONG LAKE ERIE SHORELINE

0 2.5 5 10

Kilometers



WELLAND GAS FIELD

CROWLAND GAS STORAGE POOL

WAINFLEET PEAT BOG

NIAGARA REGION

MUNICIPAL BOUNDARY

PROVINCIAL ROAD

REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Lake Ontario

CITY OF HAMILTON

HALDIMAND COUNTY

Niagara River

UNITED STATES OF AMERICA

Lake Erie

0 2.5 5 10

Kilometers

GRIMSBY

LINCOLN

ST. CATHARINES

NIAGARA on the LAKE

THOROLD

WEST LINCOLN

PELHAM

NIAGARA FALLS

WELLAND

WAINFLEET

PORT COLBORNE

FORT ERIE

Published August 2015

SCHEDULE D3

Potential Resource Areas: Peat and Petroleum

Lake Ontario

CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

Niagara River

Lake Erie

LICENSED PITS AND QUARRIES

POSSIBLE AGGREGATE AREAS

LICENSED DREDGING OPERATION

NIAGARA REGION

MUNICIPAL BOUNDARY

PROVINCIAL ROAD

REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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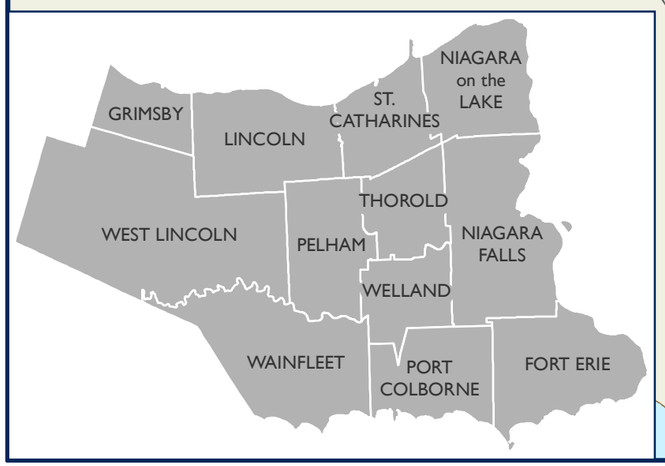

0 2.5 5 10

Kilometers

Published August 2015

Mineral Resources

SCHEDULE D4

SCHEDULE E1

Transportation Infrastructure

Published May 2019

Lake Ontario

CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

Lake Erie

Niagara R.

- HIGHER ORDER TRANSIT STATION
- PLANNED HIGHER ORDER TRANSIT STATION
- PROPOSED HIGHER ORDER TRANSIT STATION
- AIRPORT
- PORT
- PORT ROBINSON FERRY
- RAILWAY (ACTIVE)
- RAILWAY (INACTIVE)
- INTERNATIONAL CROSSING
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD
- NIAGARA PARKS COMMISSION
- WELLAND CANAL
- URBAN AREA

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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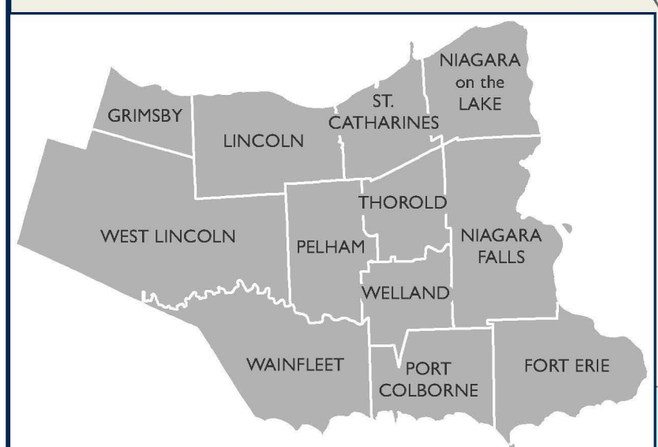
0 2.5 5 10

Kilometers



Lake Ontario

CITY OF HAMILTON

HALDIMAND COUNTY

UNITED STATES OF AMERICA

Niagara River

Lake Erie

STRATEGIC CYCLING NETWORK

PORT ROBINSON FERRY CROSSING

INTERNATIONAL CROSSING

URBAN AREA

NIAGARA REGION

MUNICIPAL BOUNDARY

PROVINCIAL ROAD

REGIONAL ROAD

LOCAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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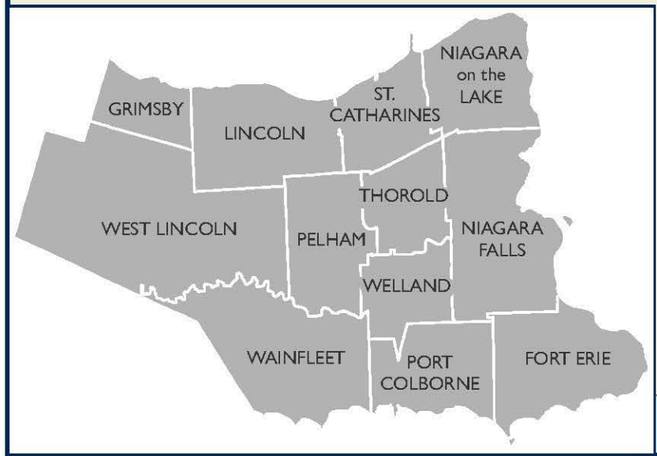


0 2.5 5 10

Kilometers

Published September 2017

Strategic Cycling Network

SCHEDULE E2

Lake Ontario

QEW

24

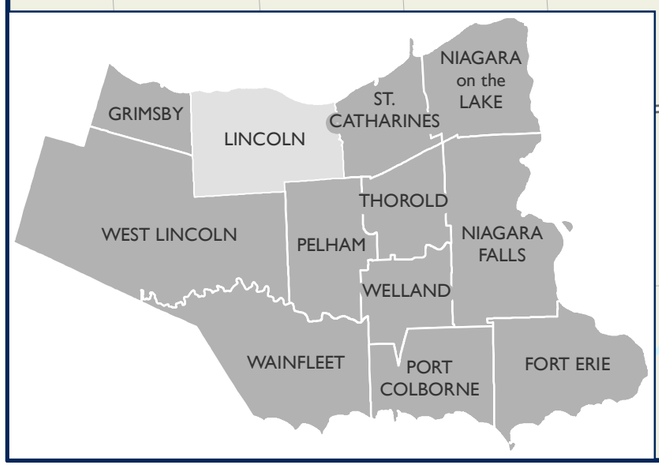
26

81

77

34

28



THE TWENTY VALLEY/JORDAN HARBOUR TOURISM AREA

JORDAN HARBOUR

NIAGARA ESCARPMENT COMMISSION

UNIQUE AGRICULTURAL LANDS

BALLS FALLS CONSERVATION AREA

THE VICTORIA AVENUE MARKET GREENWAY AND GATEWAYS

THE TWENTY VALLEY TRAIL

BRUCE TRAIL

THE WINE ROUTE

URBAN AREA

MUNICIPAL BOUNDARY

PROVINCIAL ROAD

REGIONAL ROAD

LOCAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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0 0.5 1 2

Kilometers

Published August 2015

SCHEDULE F

The Twenty Valley/Jordan Harbour Tourism Area

SCHEDULE G1
Niagara Economic Gateway

Published August 2015

GATEWAY ECONOMIC CENTRE
GATEWAY ECONOMIC ZONE
WELLAND CANAL
PORT INFRASTRUCTURE
INTERNATIONAL CROSSING
NIAGARA REGION
MUNICIPAL BOUNDARY
PROVINCIAL ROAD
REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Queenston-Lewiston Bridge
Whirlpool Bridge
Rainbow Bridge
Peace Bridge

Thorold North
Thorold South
Niagara Falls
Port Robinson
Welland
Port Colborne
Douglastown
Stevensville
Fort Erie
Crystal Beach

UNITED STATES OF AMERICA
Niagara River
Lake Erie

0 2.5 5 10
Kilometers

GRIMSBY
LINCOLN
ST. CATHARINES
NIAGARA on the LAKE
WEST LINCOLN
PELHAM
THOROLD
NIAGARA FALLS
WELLAND
WAINFLEET
PORT COLBORNE
FORT ERIE

SCHEDULE G2

Niagara Economic Gateway Employment Lands

Published August 2015

RURAL EMPLOYMENT LANDS
EMPLOYMENT LAND
WELLAND CANAL
INTERNATIONAL CROSSING
NIAGARA REGION
MUNICIPAL BOUNDARY
URBAN AREA
PROVINCIAL ROAD
REGIONAL ROAD

NIAGARA REGION OFFICIAL PLAN

Niagara Region

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Queenston-Lewiston Bridge
Whirlpool Bridge
Rainbow Bridge
Peace Bridge

Refer to Niagara Falls Official Plan Section 13.8 Special Policy Area 8

UNITED STATES OF AMERICA

Niagara River
Lake Erie

0 2.5 5 10
Kilometers

NIAGARA on the LAKE
GRIMSBY
ST. CATHARINES
LINCOLN
THOROLD
WEST LINCOLN
PELHAM
NIAGARA FALLS
WELLAND
WAINFLEET
PORT COLBORNE
FORT ERIE

Source Water Protection

SCHEDULE H

Published August 2015

NIAGARA REGION OFFICIAL PLAN

Niagara Region

IPZ-1
IPZ-2
URBAN AREA
SURFACE WATER INTAKE
INTERNATIONAL CROSSING
NIAGARA REGION
MUNICIPAL BOUNDARY
PROVINCIAL ROAD
REGIONAL ROAD

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Lake Ontario
Niagara River
Lake Erie
UNITED STATES OF AMERICA

HIGHWAY 58
BEAVERDAMS ROAD
MERRITTVILLE HWY
HIGHWAY 406

DELHI STREET
ELGIN STREET
BELL STREET
DURHAM STREET
CLARENCE STREET
FIELDEN AVENUE
STEELE STREET
ELM STREET
CATHARINE STREET
KING STREET
WEST STREET
FARES STREET
MITCHELL STREET
DAVIS STREET
LINWOOD AVENUE
ASH STREET
SUGARLOAF STREET
LAKE ROAD
MARINA DRIVE

NIAGARA RIVER PARKWAY
RAPIDS VIEW DRIVE
PORTAGE ROAD
SARAH STREET
LAMONT AVENUE
FRONT STREET
BRIDGEWATER STREET
MAIN STREET
CHIPPAWA
WILLOUGHBY DRIVE
RAPELJE STREET
CATTELL DRIVE

QEW
406
405
420
58A
140
529

0 2.5 5 10
Kilometers